

Evergreen Ford Lincoln Issaquah, WA

Pre-submittal Package

14 December 2018

Prepared by;
Strotkamp Architects

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Strotkamp Architects

P.O. BOX 501
Burlington WA 98233

Lucy Sloman, AICP
Development Services Department
Land Development Manager & designated official for the Urban Villages
1775 12th Ave NW
Issaquah WA 98027

14 December 2018

RE: Evergreen Ford Lincoln

Dear Ms Sloman;

Attached please find the pre submittal package for the above referenced project. Thank you for your help and insight through the colab meetings in helping to understand the vision and goals of the Central Issaquah Plan.

Your help in getting to this stage has been critical to the project development. After the pre-submittal review we look forward to a final and complete application submittal to mover the project forward.

Again thanks for your help and insight.

Sincerely

David Estes, AIA

Strotkamp Architects

CC:
Dan Rowe, Evergreen Ford Lincoln
Eric Hansen, Hansen Real Estate
Tom Strotkamp, Strotkamp Architects
Tyrell Bradley, SCJ alliance
Mark Graff, SCJ Studio
Muni Vimawala, PSM Engineers

1.0 Development Objectives

Evergreen Ford Lincoln acquired the site with the intent of developing a state of the art automotive dealership to continue its long history as part of the Issaquah community. As part of this effort a separate detail facility was developed and is completing construction about 1 block southeast on 266th street.

The site has been vacant for some time and was subject to partial redevelopment by WDOT in relocating the North Fork of Issaquah Creek as part of the culvert lawsuit settlement. As part of that project a hydraulic permit was issued and is in effect until January 2021. The site was also subject, as were other sites to a construction/planning moratorium. In the past the site was used as a dog kennel facility (Carlson Kennels) but has been vacant for some time.

The site has specific challenges for development and use as an automotive dealership as it is isolated from the rest of Issaquah and bound by the North Fork of Issaquah Creek on the Northwest Facing East Lake Sammamish Parkway a Freeway off-ramp on the South West side. Lakeside Industries operates a major mineral extraction facility and concrete and asphalt plants to the east. There is a currently a cell tower and supporting structure/fence on site in the SE corner which will remain.

The site is currently zoned Intensive Commercial as part of the Central Issaquah Plan (CIP) and subject to the standards, design criteria and vision of that plan. While an isolated site, it is unlikely that future urban development will occur near the site.

The intent of the project is to develop a new Ford and Lincoln automotive dealership for the sales and service of those vehicles. The facility is composed of two franchise dealerships Ford and Lincoln which share service parts and check in operations.

The Project continues a long history and relationship with the city of Issaquah. The project expands the current facility bringing improved service sales and parts activities to the community.

- It means having regular vehicle service and maintenance available in Issaquah, not driving to Bellevue or other locations to get an oil change.
- It means employment for sales and service associates.
- It means retaining tax dollars in the community.
- It means a business supporting community activities
- It means more energy efficiency to the new facility reducing energy usage.
- It means improving the critical buffer on the north Fork of Issaquah Creek.

Those meaning are not found in the standards or development standards of the city. They are found in the economic vitality of business and the community.

2.0 Project Definition

The project consists of three separate elements main elements and one secondary element.

- Structured Parking with vehicle service located on the ground level. This component is defined by concrete frame with vertical elements and tri-part elements of base, field and cornice
- Ford Display Area defined by Brand wall, Entry Element and glass wall
- Lincoln display Area defined by large expanse of glass on a stained concrete pedestal base and Stone/ACM cap
- Secondary element of a display Pavilion forming a street wall with ELSP and defining the edge of the development

The project consists of approximately 153,500 sq. ft. of building area of which 70,621 sq. ft. is subject to part of the FAR calculations and 82,871 sq. ft. are in structured parking excluded from FAR. As part of the development of the project at least half of the required parking is required to be in structured parking. There are a total of 484 total vehicle spaces between the surface spaces and structured parking. Display spaces are included in the FAR for calculation but are not considered to be required parking. 152 of the spaces are located on site with 46 of those spaces being required parking. In addition, 11 interior display space are included in the vehicle count.

Based on the Net floor area of the project the minimum required parking is 136 spaces and the maximum spaces 272 spaces. 191 spaces in the structured parking are assigned as required and overflow storage spaces. 130 Structured parking spaces are considered display spaces.

See Appendix A -FAR calculations for a detailed breakdown of floor areas and a graphic show each type and location.

3.0 Design Standards

The project is bound by multiple sets of design standards all following under the heading of the Central Issaquah Plan including the following;

- Central Issaquah Plan as updated 23 August 2018 (CIP)
- Central Issaquah Architecture and Urban Design Manual CIA&UDM)
- Central Issaquah Development and Design Standards (CIDDS)

In additional sections of the Issaquah Municipal Code Apply to the project specifically in relation to surface water management and Critical Area buffers.

While all chapters making up the Central Issaquah plan are important they can best be defined by the Requirements of the A&UDM take precedence over the Development and Design Standards. As such the focus on the most important standards focus on those two sections of the Architecture and Urban Design Manual.

The discussion of this is organized by disciplines of architectural, civil engineering, landscape and Tree Plan to match and reflect the conceptual drawings as part of the submittal.

3.1 Architectural/ Site Development

A&UDM Section 2 Architectural Districts

The project is located in the Traditional Issaquah Area of the CIP and is part of the Eastlake neighborhood. Review of the allowable architectural styles eliminated most of the styles because specific limitations in regard to roofing types and area allowable. After review the style that best fit the project and the design requirements of Ford Motor Company. Is the Northwest Revival Style. Items identified under this Chapter are generally based on exterior visual images of the building and not specific site design issues.

The proposed solution meets the intent of this style. A major portion of the conflicts with the style is the requirement for structured parking fitting into the natural context and still meeting the materials and colors related to the style.

There are some items listed under the style as inappropriate that because of Manufacturer standards, or conflicts with the natural context section or programmatic requirements do not fully meet the listed items. They are detailed in Appendix B – Northwest Revival Style Analysis attached to this submittal. Generally the conflicts (inappropriate) as noted earlier, concern color, materials and stylistic details. Specific Conflicts or items requiring interpretation are as follows:

Section	Issue	Comments
A.1.6.1	Tripartite structure at Lincoln single floor structure	while there is a base body and top the elevations do not meet the accepted definition of tripartite

A.1.6.2	Ground floor minimum of 20'	Portions of the building do not comply only the Ford Display has a 20' floor to roof dimension.
A.1.6.2.	Tripartite composition	Ford display area does not exhibit tripartite composition.
A.1.6.3.1	Wall materials	Primary cladding, while meeting the color requirements is not met in the materials, but then the materials have conflicts with the Natural Content section.
A.1.6.3.2	Windows list multiple options for compliance,	With multiple appropriate items not all of them can be met on a single project.
A.1.6.3.2	Organization of windows for tripartite bay	Structured parking has openings not windows, there seems to be some question if openings comply with the intent.
A.1.6.3.4	Cornice calls out to of the same materials as the base.	Given the weight of concrete (the base) there are structural considerations to use a lighter weight material.
A.1.6.3.4	Detail Parapet wall the same material as the façade	The required Lincoln Criteria requires a different material at eh top cap (cornice)
A1.6.4.	Color	The Color pallet meet the requirements of the Natural Context Section of the section but conflicts with the color criteria of warm red brick

A&UDM Urban Core

While the project is located in the Traditional Issaquah Portion of the CIP and not the urban core, it is required to meet the same urban core requirements as the center of the city. The Natural context section (UD 1.1.1) becomes a key criteria in this section. The project complies with materials, colors and site orientation by opening the buildings to the view of the North Fork of Issaquah Creek. The conflicts develop from the programmatic need for vehicle display and customer access (parking) between the building and the creek buffer areas.

As an isolated site, the items addressing block access, size and parking in front of and adjacent to the main entries are considered inappropriate. We have worked to minimize that through the use of an interior street, landscaping and highlighted pedestrian paths on the site.

We believe that given the isolated site location, the limitations placed on the site from off ramps, buffers and the lack of future urban development in the area, that the project is both beneficial and meets the intent of the Urban Core standards. Specific Conflicts or items requiring interpretation are as follows;

Section	Issue	Comments
UD.1.1.1	Limited Use of external lighting in this area	The level of lighting recommended by IES for auto dealership display areas are significantly above the standards. Section 17 allows for an AAS for lighting levels the intent
UD.1.2.1	Harmony	Isolated structure there is not, context to adjoining building
UD.2.1.1	Block size	This is a signal irregular site with no relationship to existing or future street patterns. Requiring the site to be split into two blocks doesn't work either for the site or the project requirements.
UD.2.2.3.1	Parking lots in front of buildings or street corner.	While we have developed a site plan eliminating parking in front of the building, the parking is still between the building and the stream buffer.
UD.2.2.3.i	Multiple driveways along a single street frontage	Two access points used on 230 th , one for customers arriving for service and the other for delivery trucks and fire access. The item just defines quantity not on use.
UD.2.3.1	For building less than 6 stories at least the first two shall be at the street edge.	The street frontage is less than 2 stories no exception is made for single story buildings. The CIP defines ELSP as a required frontage. The project is required to face that frontage, separated by a stream buffer. Entry to the building has to be off a street, but other sections don't allow streets or parking between the stream buffer and the building.
UD.2.3.2.2.B	At community space	This would seem to allow retail display (i.e. cars) in the community space
UD.2.3.2.3.a	... all native materials	The allowed street and parking Trees are rather limited in selection. For parking and display trees need to be non-fruit bearing to limit bird dropping on vehicles.

UD.2.3.2.3.d	Public walk between regulated creeks and the building	Provided at the face of the building, the conflict interpretation here is the location of the walk it is not next to the stream buffer edge.
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UD.2.3.2.3.e	Parking. Storage or loading areas between building and open space.	The retail display and access (parking) of the customer who is auto oriented and this section. Display at the front of the building from the display area is necessary for sales and customer selection. Approval of the project by the manufacturer without display and customer parking (access) adjacent to the display area is unlikely.
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UD2.3.2.3.f	Parking lots abutting nature areas	Display area for vehicles abuts the stream buffer. Verification required that display is not parking
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UD2.3.3.2.a	Primary business entries facing the street or plaza.	As noted above streets are in conflict of the area between building and buffers. The building must orient to ELSP. So the proposed site design complies with this section but the street used for compliance conflicts with UD2.3.1 above.
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UD2.3.3.2.b and UD.2.3.2.e	Retail uses must have at grade entries fronting sidewalks.	At the Lincoln portion, the entry facing the community space is raised 28" above grade. (A Lincoln requirement). The entry meets all the requirements of ADA for access. Further this is impacted by grading and flood criteria issues.
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Note that the pavilion structure, which is not public access is accessed via stair only.

UD.2.3.5.a. and UD.2.3.5.d	Metal Canopies and depth	Along 66 th /230 th this canopy is incorporated. On the NW elevation there is not a canopy. Is the intent for pedestrian canopies along public streets or all streets?
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The project provides a gateway to the city from the Westbound off ramp and defines the edge of development. A detailed analysis of each item in the Urban Core Standard is found in Appendix C CIP A&UDM Analysis as part of this submittal.

CIDDS

We believe that the design intent this project complies with these chapters as a whole and that the overall project will contribute to the economic vitality of the neighborhood and community.

A detailed analysis of the DDS chapters 4 and 6-17 is included as appendix E to this submittal. The appendix analysis's specific compliance and noncompliance issues with the standards. In some cases they are questions of conflicts or interpretations of the standards.

All items in conflict or requiring interpretation and clarification are highlighted in Red in the compliance column for easy identification. We have not listed in this portion of the submittal each of those items, only those which have major impact on the project. After Review and comment by Staff we will revise those items which appear to require an Administrative Adjustment of Standards (AAS) or if we can to meet the intent and specific requirements by reworking the design.

Specific chapters within the CIDDs that have been addressed and are in general compliance are as follows;

- FAR ratio determination and development based on the requirements of chapter 4
- Parking requirements per chapters 8 and 15
- Landscape and buffer development per IMC and chapters 10 and 16
- Circulation Per chapters 6 and 12
- Community space Per chapters 7 and 13
- Site Design per chapter 11
- Building Design per chapter 14
- Signage chapter 9

Compliance with these chapters is illustrated on the attached drawing set as part of this submittal.

3.2 Civil Plans

Existing Conditions Maps:

Two topographic surveys have been provided as part of the pre-application submittal. The first survey was completed in 2013, the second in 2018. Both surveys were completed by Hansen Surveying & Consulting on the NAVD 88 vertical datum. However, the 2018 survey was converted to NGVD 29 to match the datum of the FEMA FIRM map for the project.

Stream Buffers:

In 2017, DOT completed the N Fork Issaquah Creek Fish Passage project to the west of the proposed project. As part of the project, a 75 foot stream buffer was assigned to N Fork Issaquah Creek. This 75 foot buffer was reduced by 25% from the standard 100 foot buffer. The proposed project will encroach into the existing 75 foot storm buffer by approximately 820 sf. To mitigate this, the stream buffer will be averaged and an area of approximately 850 sf will be added to the buffer. Therefore the buffer will have a net increase of 30 sf.

Grading and Drainage Improvements:

Based on the FEMA FIRM map, the base flood elevation is 72 feet above mean sea level. The finish floor elevation of the building has been placed at 73 feet in elevation. This site is required

to achieve a net zero fill at the completion of the project, making it a balanced site. Due to placement of fill material on adjacent properties, there is also 6,800 CF of additional storage required as part of this project to mitigate for offsite impacts within the floodplain. The current grading layout incorporates the requirement for a net zero site and has an additional 23,000 CF of storage volume. Approximately 16,200 CF of additional storage is provided by the proposed rain gardens within the stream buffer. See Stormwater Design Narrative for additional stormwater narrative.

Per section 18.10.775 E-3 of the City of Issaquah Municipal code, “The stormwater facilities shall not encroach into stream buffers by more than twenty-five (25) percent of the standard stream buffer width.” The standard buffer width for the N Fork Issaquah Creek is 100 feet, therefore 25 feet can be stormwater facilities. The proposed rain garden bottom width is 25 feet. Section 18.10.775 E-3-F goes on to say that “Stormwater facilities such as bio retention, rain gardens, or constructed wetlands planted with appropriate native vegetation and trees are allowed without buffer averaging requirements.” The current design meets the intent of the code. See Stream Mitigation Area narrative for plantings within the buffer.

Roadway Frontage Improvements:

The project is proposing to use the City of Issaquah standard detail number T-11 for the roadway cross section on SE 66th Street and 230th Ave SE. Based on the Roadway Classification & Inventory Figure T-1, effective 03/29/2017, this section of road has been identified as Collector Arterial. This section of road has not been identified as a bike route based on the Proposed Nonnotarized Improvements 2015-2035 Figure T-4, effective 06/30/2015. Therefore bike lanes are not being proposed. Parallel parking has been included on SE 66th Street and 230th Ave SE.

See Stormwater Design Narrative for the frontage improvements stormwater narrative. Based on the City of Issaquah department of public works Street Standards (Transportation) curb return radii shall be a minimum 35 feet. The proposed layout includes a 50 foot radius at the SE 66th Street and 229th Ave SE.

Water System:

The proposed site includes the placement of a new fire hydrant on the south side of the building. The new hydrant will be served by an 8 inch water main that will be extended onto the site from SE 66th Street. A fire department connection, post indicator valve, double check valve, and fire hydrant will be placed on the north side of the building to serve as fire protection. The domestic service will re-use the existing water meter at the corner of SE 66th Street and 230th Ave SE. A new irrigation meter will be placed off of 230th Ave SE.

Sewer System:

The proposed building will be split into two zones that will have separate connections out to 230th Ave SE. Trench drains will be installed in the service bays and drain to the sewer system through oil/water separators prior to release to the public sewer system.

3.3 Landscape Plans

Central Issaquah Architecture and Urban Design Manual:

Per Objective 3.0 Urban Design, Natural Context Areas, UD.1.1.1 the development reinforces the unique setting and takes advantage of the natural area amenity by having main entrances, doors and windows oriented toward the creek.

Community Space:

Community Space is required. Per the Central Plan Development and Design Standards, Chapter 7.3.B, our site is nonresidential and adjacent to streets, and as such our community space is provided along the corner abutting SE 66th Street and 230th Ave SE. The space will be used as an amenity for customers, visitors and pedestrians. Meeting 7.3.B.1.f (1-8): At least 30% of the space is planted, at least 50% of the space is hardscaped with decorative paving, and there is at least 1 seat per 200 square feet of space. Structural soils at least 24" in depth will be used as a soil base for trees in the plaza, and pedestrian scaled lighting no taller than 15' will be used. A raingarden fed by roof runoff will be adjacent to the entire plaza, animal proof waste containers are specified and two artistic elements are proposed: interpretive signs discussing the raingarden and the history of Ford or Lincoln cars and/or the history of Issaquah. Also proposed is one animal waste bag dispenser and a bike rack.

Other provisions of IMC 18.07.540 are met for private outdoor retail display: The plaza is barrier free, safe ingress and egress to the site is maintained, visibility for transportation and pedestrian access is maintained along with unobstructed pedestrian movement and at least four (4) feet of unobstructed sidewalk shall be provided between the building/structure and the sidewalk edge for pedestrian movement. Outside of the raingarden and decorative hardscape areas, landscaping with site-appropriate trees, shrubs, groundcover, perennials and ornamental grasses will be provided.

Parking Lot Landscaping:

Our parking lot meets the minimum requirements of CIDDS 10.5 with at least 1 tree per 6 parking stalls, and with landscape comprising of at least 10% of the parking lot area. Further, shrub and groundcover in planting beds is designed to achieve 100% coverage in three years, landscape islands are at least 5'-0" in width. Evergreen hedges are provided where R.O.W abutting locations are not within vision triangles of driveways and/or obstructing the required Street Wall and/or product display per 10.6.B. Parking lot calculations are based on parking stalls for customers and employees, and not for areas that are strictly for storage and display of vehicle inventory.

Stream Mitigation Area:

Per IMC 18.10.795.B.1.e.(4), our stream bank and buffer areas will be replanted with native vegetation which replicates the optimal in species, sizes and densities; and (5) The natural value will be restored through dense native planting. Portions of the buffer area have already been

restored by the recent WSDOT project. For the WSDOT project, all areas west of the creek are currently planted densely with native plants per the WSDOT approved plans and no changes are proposed for that area. On the east side of the creek (the development side), portions of the buffer will be used for stormwater facilities as is allowed by 18.10.775 (section E-3-f). The proposed stormwater strategy is a series of raingardens. As such, trees will not grow in the bottom of raingardens due to the inundation of stormwater, therefore a mix of native shrubs, perennials, grasses, wetland emergent plants and groundcover is proposed. Throughout the rest of the stream buffer trees, shrubs and groundcover will be installed per the guidelines in 18.10.795.B.1.e.(4) as noted above and per the King County Critical Area Mitigation guidelines meeting the goals and objectives for Buffer Creation.

Other Landscaping:

Throughout the remaining landscape area, and as per section 10.0 of the CIDDS, landscape will provide softening of edges and building massing, entry planting at driveway entrances that meets vision triangle criteria, a Zen garden with large local boulders surrounded by a carpet of native moss as a “Zen Garden” feature, and opportunities for more native and pollinator-friendly plants. Meeting the general intent of the CIDDS, stormwater LID features are being used the maximum extent possible in the landscape, and per section 10.4, street trees are provided at 30’-0” on-center where not in conflict with driveways, and Best Available Science will be utilized in the species selection and installation details. Plants will meet or exceed the minimum size and spacing requirements. Irrigation will be water-wise and appropriate soil and mulches will be used to amend soils.

Tree Preservation:

It is possible to retain one of the existing trees on site, its critical root zone will be protected. Per CIDDS 10.10, the minimum tree density will be achieved through on-site tree planting. If that is not possible, the tree density will be achieved by either off site planting, or payment to the City Tree Fund. Per CIDDS 10.13.B, modification to the tree requirements is allowed because the site design meets Criteria 1, 2, 3, 4, and 6. Trees will be replaced per CIDDS 10.14, see Arborist Report.

CIDDS Chapter 16:

The landscape plan meets the overall goal of creating a pedestrian friendly environment and provides opportunities to transition from built areas to the natural edge of the creek. More specifically, the landscape plan meets section

16.2.A by surrounding the development with nature – the proposed facility is bordered on two sides by the North Fork of Issaquah Creek and a small tributary, where buffers will be restored.

16.2.B, Context is considered by orientating buildings towards natural areas.

16.2.C the development is softened by landscape starting with the Community Space, continuing with buffer enhancement, and ending with our parking lot landscape. Trash enclosures will be screened.

16.2.D Trees are strategically located along the street, in parking lot islands, at driveway entrances, and in the community space.

16.2.E The Green Edge of Issaquah is preserved adjacent to our site, the landscape is preserved at the I-90 off ramp (which is off-property).

16.2.F accent plantings will be used at driveway entrances, and in the Community Space.

16.2.G Wildlife habitat will be greatly enhanced by this project along Issaquah Creek, the entire buffer will be restored with native plants.

16.2.H Landscape materials will be repeat throughout the project both with plants and paving.

16.2.I Greenwalls are not proposed and not required.

16.2.K The community space is considered a Setback Treatment and as such contains many amenities as listed above under Community Space.

16.2.L Pedestrian areas are buffered with planting, and further enhanced with seating and artistic elements in the Community Space.

16.2.M Native plants will be used extensively throughout the project, exclusively in the buffer areas and as part of a larger plant community in other landscape areas.

16.2.N Aspect, shading, slope, wind, plant size, shape and water requirements will be utilized in the planting design insuring that the right plant is used in the right place.

16.2.O Site furnishings are used extensively in the community space and as appropriate at building entrances.

16.2.P Street trees shall be planted per section 10.4 as indicated above in Other Landscaping. Community space shall be planted as indicated above in Community Space.

16.2.Q Surface parking is suitable broken up with planted landscape islands meeting the minimum requirements for landscape area in chapter 15.

16.2.R Parking structures are not visible from the street or pedestrians and therefore screening is not provided.

16.2.S LID stormwater facilities are used throughout the project, specifically raingardens with appropriate native plant material.

16.2.T other landscape elements are suitably screened or otherwise appropriately landscaped per section 10.

Central Issaquah Architecture and Urban Design Manual: Per Objective 3.0 Urban Design, Natural Context Areas, UD.1.1.1 the development reinforces the unique setting and takes advantage of the natural area amenity by having main entrances, doors and windows oriented toward the creek.

3.4 Tree Plan

As part of the site analysis and site development process O'Neill Services group has developed a tree report based on a survey of existing trees and prior information. The Tree Plan found in Appendix D develops a Tree retention and Replacement plan

4.0 Vision of sustainable Development

The vision of sustainable development falls across multiple stakeholders on this project including

- The City of Issaquah's CIP and IMC Section 16.40 requirements
- Washington State Non Residential Energy code requirements
- Ford Motor Company's vision
- The Owners visions for current and long term use of the facility
- Project teams commitment to sustainable development.

While there are conflicts and agreement among all parties on the importance of sustainable development both for construction and in the future.

As part of the goal of meeting sustainable development several items stand out above the code and CIP requirements.

- The project is designed for long term adaptability by using a 12'-0" floor to floor plate height to allow adaptive reuse as commercial or multifamily develop.
- LED lighting is a major component of the energy costs for any automotive dealership. As such the most efficient fixtures, lighting control systems and operations plans will be used for lighting both interior and exterior.
- The stormwater management plan utilizes raingardens and infiltration to lessen the environment impact of the site
- Buffer locations for the raingardens reduce the impact to the environment and allow for additional wildlife habitat.
- The Structured parking facility is designed to support photovoltaic arrays as such times they become economically feasible for the site.
- Ford Motor Company promotes sustainable development through a variety of programs ranging from low VOC recommended paints to HVAC management system recommendations

While the above goals and objectives in meeting sustainable develop overlap and are complementary there is no single reason to specifically design and document the project to meet LEED standards. While many of the ideas and requirements for LEED certification are admirals they do not in themselves guarantee the energy performance of the facility for either the long or short term. Comparative studies of LEED certified building and the actual energy performance of the project has given mixed results in predicting how well the projects perform.

As LEED criteria has moved toward a contextual approach to certification, it seems to the design team that the actual performance from an energy usage and long term adaptability of the project are more significant than a certification process.

5.0 Stormwater Approach

The stormwater management approach is found in Appendix F Stormwater Approach of this submittal with description of the systems and drainage plans and narrative. It describes the scope, approach and design of the system. In general the site will be divided into 4 basins with separate storage, treatment and discharge to rain gardens and underground infiltration.

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6.0 Adjustments and Variations to Standards

While throughout the CIDDS there are minor points either requiring clarification or may require a minor adjustment to the standards. They are related to the isolated nature of the site and programmatic requirements related to automotive dealerships. While most of these can be resolved based on the city response as part of the pre-submittal process several items require specific mention to be addressed. They will require a formal AAS in our understanding.

CIDDS 7.4.B Neighborhood parks

A proposed neighborhood park is shown in chapter 7 but was eliminated in the revised CIP dated 23 August 2018. Given the tight nature of the site for the proposed use we believe this park should be eliminated as part of this project. The analysis in figure 7.4.B for this deletion is provided in the figure below.

Figure 7.4.B Neighborhood Park Removal Analysis

Item	Comments	Conclusion
Definitions	As defined, the service area of a neighborhood park would serve be for less than 10 residential units. Most of these units are located south of the freeway and have access to an existing neighborhood park.	A park at this location would not provide facilities to more than a handful of families. Almost all families are better served by not crossing the freeway.
Street front	Comments from the city as to the fact that community parks can be smaller than 2 acres, proportional to the site. No definition of what that means against a 3 acre site is offered.	Given the limited space for the project we do not understand how a park would allow that project to move forward
Undefined project	A significant community space is indicated in figure 7B of the earlier version of the DDS ad in the CIP. The Neighborhood park shown in the figure is not defined as either a NP or SPP as a location on site. But in the updated CIP it has been deleted from the Green necklace document (page 11)	We question what the intent of providing a neighborhood park here.

Park Straiten plan	The updated CIP of 23 August 2018 states that for projects identified as part of the green necklace they items are indicted in the parks Strategic Plan. No park or project number is indicated for the site.	We find not indicated that a neighborhood park is part of the plan for the park system.
Neighborhood Parks	The site is identified as proposed new park in the CIP but not in the Parks plans	No project is identified as a project that we can find, other than general park development in the capital and parks plans
Urban Core Requirements Design elements Location	Connection to the Green Necklace via either visual or physical connection.	The best location for a neighborhood park would be at the intersection of the bike trail and 66 th street however that is part of the critical areas setback and not available for use.
7.4.B.2.b The neighborhood park shall have visual and recreation to engage all age groups.	Viewpoint of the North Fork of Issaquah Creek is available from the existing pedestrian trail	Recreation and visual activities provide adjacent to the site already
7.4.B.2.c Neighborhood park shall have features usable year round	There has been some discussion about possible use of the corner pavilion for special community events. This however is only a concept not a defined or agreed option.	Possible special events community use
7.4.B.2.d Strong pedestrian connection to transit	There is no real connection to transit from this site. Along ELSP route 216,218 and 219 have stops, Routes 200, 269 connect from Black Diamond to ELSP but don't stop near the site, In all cases they do not provide a direct connection and to access the site would require a ¼ mile walk	If it were possible to develop a neighborhood park it would not be transit friendly

General
Neighborhood
park location is
approximate on
the figure,

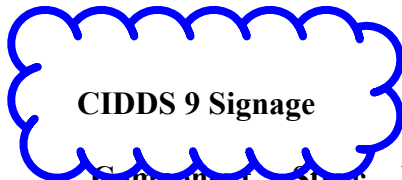
Should a large scale development
occur East of the site it would seem
as part of that development that
would be the logical location for a
neighborhood park.

Lakeside Industries has indicated they
intent to continue at the current
location for a long time.

Green necklace
Park locations

Amount of recreational
activity/facilities adjacent to the site

The existing linear park/trail system
provides community park spaces
adjacent to this site.



CIDDS 9 Signage

Component	Struc tured Parki ng	Ford	Lincol n	Comments	Complies
A & B. number of permitted Primary and Secondary signs				<p>Signage indicates 1 primary and 1 secondary sign except as per items B allowing two primary and 2 secondary signs per circulation facility and per B.2 two primary signs are allowed and B.3 allows two secondary signs.</p> <p>Based on this section we understand the following is allowed;</p> <p>Ford 1 primary sign “Evergreen” , 2 secondary ford blue ovals</p> <p>Lincoln 1 primary sign “Lincoln” two secondary signs 1 “Evergreen” and 1 Lincoln logo.</p> <p>In addition the Pavilion building is allowed 1 primary sign “Evergreen” facing ELSP.</p> <p>The use of a freestanding Monument sign would be considered a Primary sign Table 9.17.1 while it summarizes the signage allow is unclear as to the items mentioned above.</p>	Confirmation required as to the correct interpretation of signage quantities and locations.

9.17A & B.
number of
permitted
Primary and
Secondary
signs

Signage indicates 1 primary and 1 secondary sign except as per items B allowing two primary and 2 secondary signs per circulation facility and per B.2 two primary signs are allowed and B.3 allows two secondary signs.

Confirmation required as to the correct interpretation of signage quantities and locations.

Based on this section we understand the following is allowed;

Ford 1 primary sign
“Evergreen” , 2 secondary ford blue ovals

Lincoln 1 primary sign
“Lincoln” two secondary signs
1 “Evergreen” and 1 Lincoln logo.

In addition the Pavilion building is allowed 1 primary sign
“Evergreen” facing ELSP.

9.32
Franchise
signs

Based on our interpretation of this section item A.3 would allow the “Ford blue oval” to be considered as a franchise sign and allowed as additional primary signage on the site as detailed above.

Confirmation required as to the correct interpretation of signage quantities and locations.

9.38
Monument
signs

A monument sign would not be considered a primary sign as we understand this item. As a multi-business development this is allowed. For purposes of this item the sign would be the ford blue oval free standing.

Confirmation required that a monument sign as part of the site development (multi-business) will be allowed.

CIDDS 11 site Design

Component	Struc tured Parki ng	For d	Linco ln	Comments	Complies
-----------	-------------------------------	----------	-------------	----------	----------

11.4.A.
Minimize
Impacts

The North fork of Issaquah Creek was relocated by WDOT prior to the start of the project. An existing hydraulic permit is in place extending to Jan 2021 for work in the critical areas. As an auto dealership with exterior display the lighting standards in IMC.19.107 are below IES recommended lighting levels for display

Complies with general standards, however an AAS may be required for adjustment of lighting levels at the vehicle display areas

CIP 14 Building Design

Component	Structured Parking	Ford	Lincoln	Comments	Complies
-----------	--------------------	------	---------	----------	----------

14.3.A.1
Setbacks

Applies

This is in conflict with The Requirements of NW Revival Style Architecture for no setbacks below the 5th floor.

CONFLICT WITH CIP

A.7 Tri-part
Composition

Applies

Applies

Per the requirements of the NW Revival style the structured parking (the dominant mass) Color and materials are per the requirements of this style.

PARTIAL CONFLICT WITH CIP

14.6.A.10
Roof top
Utilities

Applies

Applies

Applies

Screening for HVAC and related equipment will be screened from view as part of the project with the screening integral to the facility design. However, the screening of HVAC equipment from above is not practical or reasonable.

DOES NOT COMPLY

CIDDS 17 Lighting

Component	Structured Parking	Ford	Lincoln	Comments	Complies
-----------	--------------------	------	---------	----------	----------

17.2.F. Light
level and
fixture
Design

City standards will be used at the Public ROW, internal on the site LED fixtures for display will be used. IMC 18.07.107 lighting levels for automotive display are considerably below the levels recommended by IES for display. 20 FC is below the minimum 30-40 FC for display.

Does not comply based on IES standards, per prior discussion this will need to be reviewed with the city's lighting consultant.

17.4.A.
Fixture
Height

IMC 18.07.107 Tables for light pole height table E1 allows a pole height of 25 feet in parking areas. Specific pole heights for ROW fixtures is not specified. This conflicts with the 15' height limit listed in this item. It is unrealistic to use a 15' pole height in parking lots or in the display area.

Conflicts with IMC 18.07.107.E1

7.0 How the Proposed Development Meets/Exceeds Standards

As you review the updated vision statements and objectives for the Eastlake neighborhood the question becomes what does this project bring to the neighborhood. Where does this facility fit into the vision of the Neighborhood and the Vision for Central Issaquah? A review of the Matrix of success for the Eastlake neighborhood classifies factors of Livable, Distinctive, Connected and Sustainable. What does this project provide to help meet those goals and comply with the developer objectives of the vision?

The project site isolated by I-90 and behind the buffer of the North Fork of Issaquah Creek is separate and not part of the larger neighborhood context. Lakeside Industries facilities to the NE also define a small and separate part of the neighborhood. The geographic features bounding the site will always place it in isolation and not as part of a larger urban context.

In analyzing how the project meets or exceeds the requirements of the various components of the Central Issaquah plan, it is important to realize that the plan is about a vision and not a list of prescriptive items. In the review of the Eastlake Neighborhood Plan the following stick out as meeting and exceeding the CIP.

- Provide a defined gateway to the Neighborhood and city from the west through the building and the pavilion structure
- Improves through the buffer, landscaping and stormwater management a healthier and more sustainable environment specifically to the health of the North Fork of Issaquah Creek
- Brings and continues employment and opportunities for automotive sales and services
- Reduces energy consumption by reducing travel time to go to adjacent cities for service and maintenance of vehicles
- Incorporates some green building measures to reduce energy consumption and provide for adaptive reuse in the long term future
- Provides a continuing economic base for employment and sales in the community

Service and Retail sale facilities be they automotive or other retail provide need opportunities for employment and meeting the need of the city and neighborhood.

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8.0 Questions

Civil Engineering

1. North Fork Issaquah Creek buffer determination?

It is our understanding and assumptions that:

- IMC 18.10.780: The creek is classified as a “Class 2 stream with salmonids”
- IMC 18.10.785 (C): 2. Class 2 streams used by salmonids - one hundred (100) foot buffer
- IMC 18.10.785 (A): All buffers are created from the ordinary high-water mark (OHWM) or the top of bank if the OHWM cannot be determined
- It does not appear that the OHWM was determined in the course of the work conducted by WSDOT, was an easement created for the stream with this work in accordance with IMC 18.10.785 (B)?
- The owner hired Hansen Surveying and Consulting to complete a topographic survey of the property on 10/29/2018. This survey did tie the water elevation in the stream at the time of survey. We are moving forward with the edge of water elevation provided as part of this survey to determine the start of the buffer. Please confirm this is acceptable?
- IMC 18.10.790: It is possible to reduce the buffer by 25%, reducing it to 75 feet. Can this be averaged per section (D) of the code?
- IMC 18.10.790 (D): Will a Critical Area Study be required to reduce the buffer or do buffer averaging?
- IMC 18.10.790 (6g): Will a buffer reduction be allowed? Is this considered a critical area, which does not allow buffer reduction?
- Please confirm stormwater ponds can be constructed within the buffer and treated stormwater can be released via level spreaders across the buffer.

2. Per the City of Issaquah Roadway Classification & Inventory Figure T-1 effective 03/29/2017, both SE 66th Street and 230th Ave SE are classified as Collector Arterial.


- Please confirm this is still the classification.

3. Given that both streets have the Collector Arterial classification, and the road will have greater than 1,500 Vehicles Per Day (VPD), it is assumed the applicable frontage improvement section is Standard Detail No. T-12 for both SE 66th Ave and 230th Ave SE.

- Please confirm this section will be required for frontage improvements.

4. The City’s Standard Detail No. T-12 requires bike lanes to be constructed on both sides of the street. However the City of Issaquah Proposed Nonmotorized Improvements 2015-2035 Figure T-4 does not show planned bicycle improvements for the sections of SE 66th Street and 230th Ave SE adjacent to the project. The Intended Regional Route is already constructed on the west side of the project as part of the shared use path.

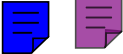
- Please confirm bike lanes will not be required for this project?




5. **Both SE 66th Street and 230th Ave SE have a posted speed limits of 25 MPH. Based on the October 15, 2010 City of Issaquah Department of Public Works Street Standards, section 'H', Collector Arterial roads with a design speed of 35 MPH require a minimum roadway horizontal radius of 715 feet. The existing corner has an approximate centerline radius of 120 feet.**

- Please confirm the difference in design speed to posted speed. The current approach is a design speed of 35 MPH for a posted speed of 25 MPH.
- Please confirm the required radius for the SE 66th Street and 230th Ave corner.

6. **Will frontage improvements be required to continue through the bridge crossing North Fork Issaquah Creek? Any amount of frontage improvements across the bridge may require widening of the existing bridge, or building a separate pedestrian bridge.**

- 
- If a separate bride is proposed, please confirm this will require and HPA and Army Core Permit be obtained to perform this work.
 - If the frontage improvements are not required to cross the bridge, will the sidewalk terminate to the existing shoulder, then pick up again on the other side of the bridge?

7. **Frontage improvements will disrupt current drainage patterns south down 230th Ave. SE. that outfalls to the recently constructed DOT ditch. The existing ditch along 230th Ave SE will need to be removed as part of the frontage improvements.**

- 
- What is the preferred approach in re-routing the city stormwater runoff?
 - The proposed design approach is to collect, treat, and release to the existing outfall location.

Specific Questions

See Attached Appendix G Gibson Consultants traffic Scoping memo which we have not received confirmation of and agreement to the scope of the traffic study.

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APPENDIX B – Northwest Revival Style Analysis

Below please find our analysis of the use of the Northwest Revival Style for the project. As you can see it is not as good of a fit as the Northwest contemporary style as some of the points are strained in compliance or do not comply at all.

The project consists of three separate elements

- Ford Display Area defined by Brand wall, Entry Element and glass wall
- Lincoln display Area defined by large expanse of glass on a stained concrete pedestal base and Stone/ACM cap
- Structured Parking Defined by concrete frame with vertical elements and tri-partite elements of base, field and cornice

Generally for massing and form the structured parking portion complies with the requirements of this style. Both the Ford and Lincoln display components do not comply with the massing component of this style but do comply in terms of most materials and color scheme

Component	Ford/Structured Parking	Lincoln	Natural context			Complies
			A	B	D	
A.1.6.1 Massing						
Flat Roof Building w/ cornice or roofline definition	Cornice at structured parking flat roof and Brand wall Defines roof line	Flat roof with defined roof line and materials transition's	NA	N A	NA	Complies
Cornice Hierarchy Tripartite Style	At Structured Parking but not Ford display	No	NA	C o m p l i e s	NA	Possible for dominate form
A.1.6.2 Scale						
Up to 7stories	4 stories	Single story building wing	NA	N A	NA	Structured parking 4 story
Ground Floor Minimum 20' Floor to floor	Does not comply 16' at	Single story not sure how this relates	NA	N A	NA	Partly complies at ford display

	service/structured parking 13'-5" Ford display, 20' at display area					
Tripartite Compositions	At structured parking, At Ford display does not comply	Three part composition of concrete base, glazing and bezel/canopy	NA	N A	NA	Complies at all but Ford display
Vertical Façade Articulation	At structured parking not at display	No	NA	N A	NA	Complies, for structured parking

A.1.6.3.1 Materials Walls

Three cladding types	Yes, concrete, ACM	Yes, Concrete, ACM and Stone panels	Partly complies	N A	NA	Complies, for quantities on each of the three primary components
Primary cladding brick, terracotta limestone (50%+)	No	No,	Does not comply	N A	NA	Does not Comply
Secondary Cladding Concrete, stone (<30%)	Concrete is the primary material at structured parking	Yes, since the primary façade element is glazing, stained concrete and stone panels	Complies	N A	NA	If the ACM Ford brand wall is acceptable as a secondary material then the section complies
Stringcourse to define tripartite	Possible At structured parking		NA	N A	NA	Complies and can be added at structured parking

A.1.6.3.2 Materials Windows

Vertical oriented Windows	Horizontal emphasis on Ford Brand wall windows, Horz openings at structural parking	Complies as Design is single sheet	NA	N A	NA	Does not Comply
Organize windows floor, tripartite or bay	For Structured parking, display area does not comply	There is a base, field and cap section, a contemporary interpretation of this style	NA	N A	NA	Structured parking and Lincoln comply Ford Display does not Comply
Large operable storefronts	Complies for service and around base,	Large storefronts, not operational	NA	C o m p l i e s	NA	Complies

A.1.6.3.3. Materials Doors

Embellish entry	Yes	Yes	NA	C o m p l i e s	C o m p l i e s	Complies
Large Operable Storefronts in Public Areas	Does not comply	Does not Comply	NA	N A	NA	Does not Comply
Recess Main building entry 4'-0"	Complies at ford entry Feature and Check in Pedestrian entry	Complies	NA	N A	NA	Complies

Recess secondary entries min 12"	Yes	Yes	NA	NA	NA	Complies
----------------------------------	-----	-----	----	----	----	----------

A.1.6.3.4 Materials Roof

Cornice of primary materials	Yes at structured parking, no cornice at ford display	Top cap different material	Does not Comply	NA	NA	Cornice Materials do not match base Metal envisioned Complies in intent but not materials
Metal or glass canopy	Ford entry feature ACM	Yes at streetwall	NA	Complies	Complies	Complies
Detail Parapet Wall as same mat'l as façade	complies	Parapet is different Material	NA?	NA	NA	Complies at ford Lincoln Does not Comply

A.1.6.4 Color

Brick Warm red or brown	Does not comply	Does not comply	Complies	NA	NA	Does not comply, however this has conflicts with the Natural Context also
Terra Cotta Creamy white only	Not used	Not Used, however the cap section is a	NA	NA	NA	NA
Stone natural whites grays	Concrete natural and Grays, in ACM	Stained concrete Brown, cap tannish	Complies	NA	NA	Subject to interpretation but meets colors but not intent
Max 3 colors	White, Gray and Concrete	White, Brown and Tan	Complies	NA	NA	Complies

Natural Context Legend

- A. Building Façade materials -natural materials, natural finishes
- B. Ample building Openings orientated toward open spaces
- D. Landscape Screening the foundation and lower portion of the building from community views

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Appendix E CIDDs Analysis

This appendix provides a full analysis of the CIDDs except the following chapters;

- 1 Purpose and Applicability – this chapter has been reviewed for the elements which are general in terms and do not relate specifically to the project
- 2 Definitions
- 3 Procedures –
- 5 Bonus Density Program

All other chapters have been analyzed and comments made for compliance or their application to the project. In the case of chapter 9 signage only those sections of the chapter which apply to the project have been included.

Conflicts and required clarifications are highlighted in red and also included in the body of the pre-submittal application.

The project consists of three separate elements

- Structured Parking Defined by concrete frame with vertical elements and tri-partite elements of base, field and cornice
- Ford Display Area defined by Brand wall, Entry Element and glass wall
- Lincoln display Area defined by large expanse of glass on a stained concrete pedestal base and Stone/ACM cap

While some chapters refer to the site alone, because in some cases the specific building portion may affect and impact a portion of the project each element is addressed as it relates to that portion of the project.

Chapters that have separate Development and Design standards are combined for ease in analysis.

CIP 4 zoning districts, Uses and Standards Summary

CIPDDs Chapter 4 Zoning districts, Uses and Standard Summary

Component	Struc tured Parki ng	For d	Linco ln	Comments	Complies
4.1 Intent				While items A through H. provide clear intent to the intent of zoning districts several of the items do not apply to the specifics of this project. F. the project while adjacent to existing open spaces does not provide a specific pattern or linkage to the green necklace.	Complies

4.2 Intent of Zoning Districts

A. Intent Statements	Clarifies the purpose of each district.	No response required
B. Energize Developments and Street Activity	The intent of this statement as it applies to the site is unknown.	No response required
Table 4.2A	The project is located in the intensive Commercial zone and is an approved use.	Complies

4.3 Table of Permitted Land Usages

Table 4.3A. Level of Review	The intensive Commercial zone Requires a Level 3 review for gross sq ft projects over 100,00 sq ft and greater than 3 acres	Review process as per this table
Table 4.3B Permitted Land Uses	Under Automotive Sales/Dealerships , maintenance service shops and Parking lots or garages commercial are allowed	Complies

Table 4.4 district Standards

A. Applicability	Defines that the requirements of this Chapter apply to the project site.	Complies
B. Floor Area Ratio	The basis for FAR and determination of the calculation is defined. Based	Complies

	on clarification form staff, retail automotive display areas located in structured parking are include in the FAR development.	
C. Base FAR	In the IC zone a FAR of .5 is required with no deviation from the base to minimum or allowable increase from the base. Figure 4.1 at the end of this Chapter provides the FRA calculation and related supporting documentation for parking associated with the FAR.	See Figure 4.1 for compliance
D. Minimum FAR	In the Intensive commercial district the is no minimum FAR, which staff has interpreted as requiring the FAR to meet the base FAR with no deviation from the required .5 FAR The minimum FAR is required for all sites totally more than 3 acres outside the Urban Core area.	Complies
E. Building Height measurement for Non-shoreline areas.	The project has a base height of 44' above required floor elevation. The Stair shafts and elevator shaft project above this height as allowed in the CIP. Footnote 4 of the table would seem to apply to this project in that the required first floor height for service is greater than 15'.	Complies
F Standards for Vertical Mixed Use Overlay	Does not apply this project	NA

Table 4.4A
District
Standards
summary
table

Based on the comments
above the requirements of the
table for Intensive
commercial are met. Footnote
7 may apply to the final site
design.

Complies

Table 4.4B
Vertical
Mixed Use
Overlay
Standards
Summary
Table

Does not apply this project

NA

CIP 6 & 12 Circulation Facilities and Design

Component	Struc tured Parki ng	Ford Lincol n	Comments	Complies
6.1 Intent			This item provides conflicts as the site is used primarily for vehicle circulation related to sales and service of automotive vehicles. As such the primary focus is motorized circulation which conflicts with the stated intent of providing priority for non-motorized users.	
6.2 General Standards				
A. Block length			This is a single site with irregular boundaries with no potential for connection to new or future through block passages.	Does Not Apply
B. Existing and new Circulation Facilities			No potential exists for new or ties to additional circulation facilities other than the existing public road system. Per staff the neighborhood road stand is to be used for improvements to the ROW	Need conformation from engineering as to the extent of offsite improvements.
C. Priorities			As the only improvements to be made under circulation facilities on 66 th and 230 th the priorities seem not to apply. The new circulation facility (private road) is designated to have vehicular priority as the project is an automotive dealership.	Complies
D. Overpass/Tunnel				Does not apply this project
E. Additional			This items does not appear to be required for the project	Does not apply this project

Circulation
Facilities

F. Non-
motorized
Routed

development.

This item does not appear to
apply to this project.

Does not apply this
project

G. No Cul-
de-Sacs

This item does not apply this
project. Through site access is
provided for fire access and
truck delivery.

Does not apply this
project

H.
Dedication

This item does not apply to this
project, current ROW at 66th
and 230th are consistent with
city standards (60' ROW)

No Impact Complies

I. Dedication
Reserved

This item does not apply to this
project, current ROW at 66th
and 230th are consistent with
city standards (60' ROW)

Does not Apply

J. In-lieu-
Payments

Street front improvements are
anticipated for the project
development along both 66th
and 230th. Verification of the
exact scope of those
improvements has been
submitted to staff and will be
part of the pre application
submittal

Verification of required
scope and standards for
street front improvements
will be required from
staff at the pre-
application.

**6.3
Administrative
Adjustment
of
Standards**

Current scope and project
development do not indicate a
need for adjustment of current
standards.

Does not apply as no
adjustments to standards
are planned.

**6.4
Circulation
Facilities
Classification
Standards
Items A-J**

Per discussion and as noted
above item E is the directed
public circulation facility on
this project, except at the
existing bridge crossing
landscape will not be provided.
Final verification from staff will

Item E is the directed
standard for public ROW
improvements and
design.
Final Verification
required.

12.1 Intent

be required.

While the intent listed is important this project is automotive related and dependent.

No compliance general comments

12.2 General Standards

A. Multiple
Routes

This item would appear to refer to public circulation facilities off site

Does not apply

B. Universal
Design

All on site circulation facilities are ADA accessible and follow the general guidelines for universal design.

Complies

C. Visual
Cues

Not clear as to this intent of this item on an isolated site. Natural features are apparent. Signage for customers to the site are provided along 66th and 230th.

Complies

D. Public vs.
Private
Facilities

Appl
ies

The internal street planned on site in front of the ford facility meets the requirements for access, pedestrian access and landscape

Complies

E. Multi-
functionality

While this is a good concept we are not sure how it applies specifically to this site or project

Not applicable to this project

12.3 Motorized Facility Standards

A Motorized
Facility
design

This facility site on an isolated site with limited context to the urban core or the design elements in the core. The

Meets intent based on specific project requirements

	project is an automotive dealership and while pedestrian access is important the primary component of the site design is vehicular access.	
B Minimum Pavement	See item A above	Complies
C Pedestrian Safety Measures	Both universal design principals and ADA standards are used in the site design.	Complies
D Driveways	All City of Issaquah standards are used in the access points (3) off publication circulation facilities.	Complies
E Street Intersections	No street intersections are impacted by this project directly. However based on the traffic analysis there may be intersection improvements required	Will be determined based on the results of the traffic study and city of Issaquah standards.
12.4 Non-motorized Facility Standards		Complies
A General Standard	The development of sidewalks as part of the off-site improvements to be required by the city address this item. We have requested specific direction as to the ROW improvements	Will comply based on city direction as to pedestrian circulation paths along the public ROW.
B Pedestrian Friendliness	We do not believe this item applies to this project but as noted above the results of the traffic study will determine if there are impacts resulting from the development of this project.	Complies
C Sidewalk width	Applies The sidewalks in front of the Lincoln entry at the circulation	Complies.

facility are widened and incorporated into the pedestrian design

D Pedestrian Routes

Will comply at the public ROW Complies

E. Pedestrian Crossings

All the requirements of items 3 and 4 will be incorporated into the final design. Items 1 and 2 do not apply to this project. Complies

F. Transit Support

The closest transit facility is location along ELSP and not adjacent to the site. As such this item does not apply. Does not Apply

G. Tree Wells

As the final Landscape design is develop, where indicated by this item tree wells will be added both along the public circulation facility and the private circulation facility. Complies

H. Bicycle circulation System

While bicycle lanes are assumed to be included on the ROW improvements on 66th and 230th until direction is given from the city a final design cannot be developed. Does not Apply

I. Bike Rails

Flat site does not apply Does not Apply

12.5 connectivity and block Structure Design

A.
Pedestrian
Connections

This is an isolated site irregular in shape with no through block connections possible or needed. The only possible connections is to the existing trail system and that is being developed as part of the detail shop project. Does not apply

B.
connections
to
surrounding

Does not apply this
project

C. Private
Street
Design

The private street identified as running in front of the Ford Display are includes those elements identified as part of this item.

Complies

D.
Pedestrian
Curbs

Project meets the city of Issaquah Street requirements at ROW improvements.

Complies

E. Walkway
separation

Project meets the city of Issaquah Street requirements at ROW improvements.

Complies

F. ROW
dedication

Not required this project

G.
Maintenance

The project landscape design incorporates the integration of the irrigation and maintenance as part of the design. Further, in the buffer area additional maintenance is required.

12.6 Landscape of Circulation Elements

A. Plantings

The landscape design covers all planting areas. See item 10/16 and landscape conceptual plans

Complies

B. Planter
type

Landscape design meets planter requirements and at public ROW the requirements of the City of Issaquah for planter strip sizes and locations.

Complies

C. Tree Wells	As the final Landscape design is develop, where indicated by this item tree wells will be added both along the public circulation facility and the private circulation facility.	Complies
D. Integration of context		Complies
E. Location	The issue of safety and visibility in pedestrian and vehicular and bicycle intersections has been taken into consideration as part of the design process.	Complies
F. Pruning Standards	Notes and requirements will be added to the final landscape design incorporating the requirements of the International society of Arboriculture Standards.	Complies
G. Maintenance	See item 12.5.G above for additional information.	Complies.
H. Parallel parking materials	This has been taken into consideration and will be incorporated based on the final public ROW improvements.	Complies
I. Planting material Colors	Given the requirements for natural context at most of the landscape areas and criteria that native materials be used at the natural context areas and that the same plant materials be used throughout for continuity we are unsure of what bright materials to use. From a maintenance standpoint the introduction of annuals significantly increases maintenance and landscape costs for little benefit at this isolated site.	Complies as noted but conflicts with itemss of the CIP on natural context.

J. Landscape
to moderate
Building
Scale

Applies

Given the isolated site location and design of the facility with a 44 foot high structured parking element this item does not seem to apply. At the Lincoln entry and community space the landscape element incorporates plantings addressing this item.

Complies

K. Green
Streets

While the intent of green streets matches some of the concepts being used for the stormwater management, at this time we have not determined the total extent that some of the green streets concepts will be incorporated into the project. Per the case study and overview for the city of Portland green street program the street elements are maintained by the city. The community space incorporates raingarden elements as part of the design.

Will incorporate as economically feasible. An open question is the conflict of the landscape element being maintained as part of the city stormwater management system and done by the city as opposed to the property owner.

L. city
Review of
Landscape
design.

This is a City of Issaquah requirement. We understand that this review and outside input may occur. While outside review and input is acceptable, outside design not under control of the project team is not acceptable. Further any input must comply with CIP requirements existing the time of the design and subject to the requirements of the public circulation facility.

Complies and is acceptable as noted.

CIP 7.0 and 13.0 Community Space

Component Structur- Ford Lincoln (Primary
ed Community Space)
Parking

Complies

7.1 Intent

A., B.,

The basis of the community space as defined herein is a pedestrian and bicycle friendly environment, while for the most part excluding automotive traffic and usage.

7.2 Green Necklace

The site via existing pedestrian/bicycle paths is accessible to the green necklace as envisioned.

7.3.B Required Community space

1.shall
provide
common
outdoor
community
space.



See site plan for location at the intersection of 66th and 230th for community spaces required along local streets specific compliance is as noted below

7.3.B.1.a
Landscape and
Build to line
credit

The community space is used for landscape allowance, street frontage, a clear visual connection to the street along with required amenities is provided.

7.3.B.1.b
Minimum
dimensions

Complies some portion of the Depth is found on public ROW as setback is limited to 10' and a 20' minimum depth is required.

7.3.B.1.c
Location

Does not Apply

7.3.B.1.d
Availability
7.3.B.1.e Direct
Pedestrian
Connection

7.3.B.1.f
required
design
elements

Specific paving materials required at Lincoln entry and to be carried across the community space.

To be incorporated into final design

7.4.B
Significant
community
Space

7.4.D Shared
Use Routes

See Pre-submittal document detailing why the proposed neighborhood park should not be developed on this project site

See item 7.4.B above for the elimination of the neighborhood park. As such the development of a shared access route is not required. At present the Pedestrian/Bicycle path at the south side of the site, because of the Stream buffers required provides no direct access to the site except via 66th street and 230th

7.5 Parks and
Recreation
Mitigation and
Credit

As determined by the city as part of the permitting process and per IMC 3.72.080 for the facility.

7.6
Administrative
Adjustment of
Standards

Unclear if this process will be used to address Item 7.4.B

13.1 Intent

The intent is that adjacent building be engaged with the community space. This is an isolated site whose location will not allow for interaction to adjacent buildings.

13.2 General Standards

A. Variety 1 and 2	Does Not Apply	Does not apply	Community space at Lincoln along the street wall provides a variety of items	Complies with rain garden, seating, informal gather space, lighting informational signage (planned) and landscape meeting the intent of this item.
B.1			One face (Lincoln) at the street wall forms a strong edge	Complies
B.2			Both motorized and non-motorized circulation facilities meet the requirements	Complies
B.3			Community space is not oriented toward surface parking. While solar orientation was taken into consideration given that the space is located on the NE side of the project there is much shade but limited solar exposure.	Complies
B.4			Area of the community spaces is approx. 70 foot long by 20 foot deep, part of which is located in the ROW. In addition approx. another 20 foot of landscape area is located to the northeast as part of the community space	Complies
B.5			Space allow access via pedestrian circulation to the North fork of Issaquah creek and the natural buffers along the creek. No vision points to the	Complies

	desired view are present from this community space.	
B.6	Given the location the community space offers the sounds of Lakeside industries to the NE of the space. While interpretive signage is planned no other experiences are planned	Complies
B.7	Landscape, lighting seating paving, etc. are used to create the community space	Complies
B.8	The community space is located outside no additional structures are included.	Complies
B.9	Lighting and required streetwall overhangs provide weather protection and extend use	Complies
B.10	Seating is provided	Complies.
B.11	No temporary structures are considered, the adjacent display area could be used for temporary events	Complies
B.12	Signage for wayfinding is not needed as the nature area of North Fork Issaquah creek is visible from the community space. If signage is identified by the city to provide directions to the bike trail it will be added to the	Complies

		project signage	
13.3.Connect with Nature Standards A and B	Does not Apply	There is no public transportation close to the community space. Hiking trails see above are accessible via the public ROW from the community space.	Complies
13.4. Playscape Standards		Not provided	Does not Apply
13.5 Plaza Standards A-H	Does not apply	The elements defined in this item	Complies
13.6 community Garden/P-Patch Standards		Not provided	Does not Apply
13.7 Pet Amenity standards	Does not apply	We are not planning extensive pet amenities for the community space. However, as trash disposal is available along with plastic bag pick up unit if requested by the city. That would be located in the ROW and be maintained by the city.	Complies

CIP 8 and 15 Parking

Component	Structured Surface Parking	Comments	Complies
8.1 Intent		Item B of this section highlights flexibility in the design and location of parking/facilities. This does not match the limitations found in the Urban core requirements for parking lot locations.	Reference and intent only
8.4 commute Trip reduction		Given the vehicular nature of this project serving automotive vehicles, the fixed hours of operation, and the limited public transportation available near the site, we do not believe this item applies to the project.	Confirmation of our interpretation of this section required.
8.5 Use of required parking		As per discussions with staff sales and display of vehicles is an authorized and allowed use and not counted as or in place of required parking.	Confirmation of our interpretation of this section required.
8.6 Unlawful Elimination of parking spaces		Not part of the design process, responsibility of the Owner after Construction.	Does not apply at this time
8.7 Maintenance		Not part of the design process, responsibility of the Owner after Construction.	Does not apply at this time
8.8 Computation of Required vehicular spaces			
A. Net square footage		See figure 4.1 and related documents of development of the minimum and maximum required parking spaces. These figures do not count or address display and storage parking.	Complies

B. Fraction	Information only no response required
C. Mixed use	Does not Apply not a mixed use project
D. Parking reduction	Does not apply not used this project

E. Maximum parking increases

Display areas are not included in the minimum and maximum parking requirements.

Complies,

F. Required Structured parking

Required structured parking required this project as project is larger than 25,000 sq. ft. per item 8.18.B.3. However the definitions do not define if that is 50% of minimum or maximum of required parking.

Complies

8.9 Unspecified Uses

Complies

8.10 Table of vehicle parking Spaces

Per table minimum of two spaces and maximum of 4 spaces required parking per 1,00 net sq. ft. does not include display or vehicle storage

Complies

8.11 Bicycle Parking

Applies

Given the use of the project as an automotive sales and service facility we would not expect that a large number of customers or employees would arrive via bicycle. As such we will apply for a AAS to reduce the number of bike spaces from 9 to 3

AAS will be filed to reduce the required number of bike parking spaces

8.12 motorcycle parking

Applies

Per definition this will required between 4 to 7 motorcycle spaces,

AAS will be requested to reduce the number of spaces to 5 to be located in the structured parking.

Will comply in
final design

**8.13 Parking
tools and
flexibility**

For the most part the items in this section do not apply to this project however items 9 and 11 below will apply to the project

**9. Tandem
Parking**

Tandem parking is used in the structured parking facility partly based on the programmatic requirements of the first floor service area and the layout of the building below.

Complies

On the surface parking area tandem parking is used for service spaces and vehicle display

**11. Electric
Vehicle charging
Provisions.**

No reduction will be taken. Under IBC Section 427 specific requirements are given for the number and planned number of electric charging stations. This overrides the CIP.

Complies

**8.14 Parking
district**

Does not apply this
project

**8.15 Barrier
free Spaces**

See the architectural site plan for locations. The CIP requirement that parking not be located in front of the building requires that ADA compliant spaces are located a distance from the main entries but are still the closest spaces.

Complies

**8.16 Loading
spaces**

Item C.1 is used for the oil and parts delivery requirements for the project. See site plan for locations 2 spaces provided.

Complies

**8.17 stacking
spaces**

Does not apply this
project

**8.18 Structured
Parking**

Complies

A. purpose

B Required
structured
parking

C. Vert. Mixed
overlay district

D. General
Design and
Construction
Standards

**8.19
Administrative
Adjustment of
Parking
Standards**

**8.20 Structured
parking and
surface Parking
Stall dimensions**

15.1 Intent

15.2 General

Required this project

Complies

While the project exceeds the percentage of spaces that are required in structured parking the quantity is open to interpretation. Is the 50% of the minimum or maximum required parking spaces or total required space provide on-site?

**Complies but the requirement is unclear
Clarification required**

Does not apply this project

All stalls shown in required parking are standard spaces as per the requirements of Ford Motor Company. Final size of some spaces may be less than 9'-0" in with at the structural columns. All areas of the structured parking meet the criteria specified in these items.

Complies

As noted above AAS may be applied for motorcycle and bicycle spaces as part of the final design

Not used at this time

Display spaces are considered per the requirements of Ford Motor Company to be 20'-0" in length. Given the percentage of Pickup truck sales that length was used for design.

Complies

While the goals A-D of this item may apply to many projects and have potential for application in the case of this facility they have limited application

For intent only no compliance required.

Standards

A. Location	The locations of parking areas do not impact pedestrians on site or moving through the public realm or Community space.	Complies
B. Minimize parking Appearance	Because of the limited size of the site and the need to maximize the display and required parking spaces we have attempted through the landscape design to reduce the impact while still provide customer access and display areas.	Complies
C. Driveway Access	All driveway access is through item 4 as none of the first three exist at this site.	Complies
D. Pedestrian Priority	Primary pedestrian circulation is provided to the entries community spaces pavilion and display areas by separated paths to give pedestrians at least equal access.	Complies
E. Pedestrian Friendly techniques	The project at some locations uses paving materials other than concrete and landscape areas to invite pedestrian and differentiate pedestrian areas.	Complies
F Multi functionality		Does not apply this project.
G. Natural Ventilation and Lighting	Natural ventilation is used in the structured parking facility. Daylight where possible is used to minimize the use of artificial illumination. However, given the short days in the late fall, winter and early spring the use of artificial illumination is required.	Complies

15.3 Standards for Structured Parking

A. Location	The structured parking is located above the service areas, ford display and customer check in area.	Complies
B. Wrap with Commercial		Does not apply this project
C. Building Design	Given that the structured parking is the largest component of the building on site and is taller than the ford or Lincoln display, it is the dominant architectural element and foundation for compliance with the NW Revival Style architecture.	Complies
D. Vehicle Driveways	The access to structured parking meets all the items suggested in this item, however specific artwork or special treatment of the entry to parking is not planned.	Complies
E. Pedestrian Entrances	All pedestrian access to the structured parking is either via interior stair and elevator (customers) or stair towers (employees) a public entry is not provided or desired.	Does not apply this project per the items
F. Signage and Lighting	See item 15.3.E above as this does not apply	Complies, but only because the section does not apply.
G. Screening	Screening is provided to a height of 3'-6" at all levels (4'-0" at rooftop.) however a display areas of structured parking on the SW and SE faces vehicles are on display and open cabling is used across the openings. The final form of material for the infill between structural members has not been finalized.	Complies

H. rooftop
Screening

For all intent and purpose the building with parapets does reach close to the maximum building height. At this site there are not overhead structures which can look down on the rooftop parking. The rooftop is planned to allow the addition of Solar arrays at which time it is economically feasible for the installation.

Complies

15.4 Standards for surface Parking

A. Connections
to Circulation
Facilities

The design of the private street (GT Way) along the face of the Ford Display area replicates the street with pedestrian access and landscape

Complies

B. Break Up
large Lots

Given the nature of the site and the use of perimeter parking is small areas no large lots exist, while at the same time maximizing the amount of vehicle display area.

Complies

C. Pedestrian
Connections

both customer parking areas have direct pedestrian connection with landscaping to the main building entries

Complies

D. Buffer
Pedestrian
Connections

Landscaping is provide along pedestrian ways.

Complies

E. Shade
Pavement

The item of key sight lines from the building to the vehicle display areas is very important both for sales and security.

Complies

F. Landscape
Screening

See landscape design plans and Chapter 10 and 16 for further analysis

Complies

G. Sustainability

The project use raingardens throughout and where possible.

Complies

15.5 Standards for Bicycle Parking

A. General

See the Stormwater management plan and the civil engineering Drawings for additional information.

B. Location

See the Landscape plans for location type and quantity of bike rack spaces.

Complies

C. Secured
Parking

See the Community Space landscape plan for location

Complies

D. Accessible
Racks

See the Community Space landscape plan for location

Complies

E. Decorative
bike parking

Not provided this project

F. Anchor Racks

Will add note in final design specifications.

G. Supporting
Facilities

While employee Lockers are provided they are not accessible to the public.

Complies.



CIP 9 Signage

Component	Struc tured Parki ng	Ford	Lincol n	Comments	Complies
9.1 Intent				Note that signage must be usable and recognize the needs of drivers to find a business location. Given the isolated locations and surroundings of buffer plantings on two sides this is critical to the success of the project.	Reference and intent only
9.2 Standards				K. this item identifies that signs for vehicles may need to be larger and visible from the circulation facilities. N. allows for signage evolution O. References that logos improve a signs usefulness. P. addresses the need for corporate identities (Ford) to be visible and legible from I-90	Reference and intent only
9.3 Definitions				Need clarification as to Frontage Primary as in CIP ELSP is defined as a primary frontage for building orientation. Clarification of Multi business development as both Ford and Lincoln are separate facilities and franchises. Secondary sign need definition of secondary frontage as all signage planned to be located along primary frontage facing ELSP and 66 th /230 th	Clarification required
9.7 sign Permit Process				Can the signage permit be part of the site plan approval process or is a separate application with Level 0 review required	Clarification

9.16 Permit exceptions

J. we have planned for informational signage as part of the community space. Per this item a separate permit is not required

Complies

9.17 Permitted number and type

A & B.
number of permitted
Primary and
Secondary
signs

Signage indicates 1 primary and 1 secondary sign except as per items B allowing two primary and 2 secondary signs per circulation facility and per B.2 two primary signs are allowed and B.3 allows two secondary signs.

Based on this section we understand the following is allowed;

Ford 1 primary sign
“Evergreen” , 2 secondary ford blue ovals

Lincoln 1 primary sign
“Lincoln” two secondary signs
1 “Evergreen” and 1 Lincoln logo.

In addition the Pavilion building is allowed 1 primary sign
“Evergreen” facing ELSP.

The use of a freestanding Monument sign would be considered a Primary sign Table 9.17.1 while it summarizes the signage allow is unclear as to the items mentioned above.

Confirmation required as to the correct interpretation of signage quantities and locations.

F. elevations
parallel to I-
90

No signage is planned, on SE elevation facing the off ramp.

Complies

9.18

Table 9.18.1 size summarizes

Complies

Primary sign	the allowable primary sign are shown. Both Ford and Lincoln Primary signs are smaller than the maximum area allowed.	
9.19 Secondary signage	Both Ford and Lincoln secondary signs are smaller than the maximum area allowed and do not exceed the quantity allowed (2).	Complies
9.20 additional signage	Entry signage to service check in will be installed over the service check in overhead doors as allowed by this section.	Complies
9.22. Awning signs	The “Lincoln” primary sign while supported by the bezel overhang does not constitute as an awning sign thus this item does not apply.	Does not apply
9.25 Canopy signs	As we interpret this item as in item 9.22 above the “Lincoln” primary sign is not considered a canopy sign.	Does not Apply
9.28 Directional and Information signs	Per our interpretation of this item the directional signs we are showing on the site plan are allowed as follows’ 1 at main street entry “Sales” “Parts” 1 at N 230 th access “Service” 1 at S 230 th access “Deliveries only” No signage is planned at the structured parking ramp, however that may change as the design develops.	Confirmation required as to the correct interpretation of signage quantities and locations.
9.31 Flags	A flag pole with flag is planned on the project site. Per this item since the flag will be greater than 25 sq. ft. a permit will be	Conformation as to allowable flag pole heights and flag sizes is required. In any case a

	<p>required.</p> <p>Conceptually either a 50 ft. tall flagpole is planned which uses an 8'x12' flag or a 60' tall pole which uses a 10'x15' flag is plan.</p> <p>We find no information as to the limits of flagpole heights in the code</p>	<p>separate permit will be required.</p>
<p>9.32 Franchise signs</p>	<p>Based on our interpretation of this section item A.3 would allow the "Ford blue oval" to be considered as a franchise sign and allowed as additional primary signage on the site as detailed above.</p>	<p>Confirmation required as to the correct interpretation of signage quantities and locations.</p>
<p>9.38 Monument signs</p>	<p>A monument sign would not be considered a primary sign as we understand this item. As a multi-business development this is allowed. For purposes of this item the sign would be the ford blue oval free standing.</p>	<p>Confirmation required that a monument sign as part of the site development (multi-business) will be allowed.</p>
<p>9.50 Window signs</p>	<p>The project does not have permanent window signs planned</p>	<p>Does not apply this project.</p>
<p>9.59 Grand Opening Signs</p>	<p>To be addressed at a later date</p>	<p>Does not affect design of project.</p>
<p>9.76 ASS forms</p>	<p>Per our interpretation of the chapter no administrative adjustment of standards is required</p>	<p>Does not apply</p>

CIP 10 and 16 Landscape

Component Comments

Complies

10.1 Intent

Reference and intent only

10.2 Applicability

A. Scope The project as part of the CIP are is bound by this Chapter

The project will comply except as noted and discuss as part of this document.

B. Site Stabilization This is a construction specific requirement. The notes will be included on the civil and Landscape plans

Will add notes as part of the final design

C. Landscape Plan The project as part of the CIP is bound by this Chapter. This is a construction specific requirement. The notes will be included on the civil and Landscape plans

Will add notes as part of the final design

10.3 General Provisions

A. Landscape , Tree and Irrigation Plan These Criteria will be met as part of the ASDP and final Design and permitting process.

Complies, however final design will need to be reviewed and agreed to. Irrigation plans will comply as part of the final design.

10.4 Landscape Requirements

A. Street Trees These requirements will be incorporated into the final landscape design documents. However it should be noted that some plant materials chosen from the Issaquah Preferred Tree List may conflict with the CIP nature context Chapter for materials selection.

Will comply as part of the final Design and as shown on the Pre-submittal application

B. Community Spaces	See discussion and analysis of Chapter 13 of the CIPDDS	Will comply as part of the final Design and as shown on the Pre-submittal application
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10.5 Landscape Requirements for parking Areas

Parking areas have been calculated as customer parking and service/service parking areas. Product display areas are not included per 10.6.B

A.1 small Parking Lots	This item does not apply this project as the parking areas exceed the 2,300 sq. ft. threshold.	Does not apply
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A.2 Interior Landscape	It is unclear if this item applies to all parking or just required parking in defining parking areas. Clarification will be required.	Will comply as part of the final Design and as shown on the Pre-submittal application
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A.3 Edge Landscape	The criteria outlined in this item are met in the pre-application landscape design,	Complies
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A.4 alternatives to Parking Lot Landscape	Not used as part of this project	Does not apply
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A.5 Head in Landscape in ROW or public street.	This item applies to the customer parking adjacent to the Lincoln entry and community space. The criteria outline in this item are met in the pre-application landscape design,	Complies
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B. Regulation of Parking Structures.

B.1 Perimeter requirements	The structured parking does not abut the public ROW, an internal circulation facility at grade or a community space. While the edge of the Structured parking faces the community space it is behind the Lincoln Display area. Thus this item does not apply	Complies
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B.2 Rooftop requirements

We take exception with Chapter 10.5.B.2.a. The use of landscape on the roof top of the structured parking provides nothing to either provide amenities to an area used for overflow storage or employee parking. Nothing is gained but there is a loss of 10 parking spaces. While the perimeter is screened at non-display areas and complies with 10.5.B.2.b

Will request an AAS of the rooftop parking landscape based on the lack of visibility from the area and conflicts with the CIP NW revival style requirements.

10.6 Outdoor sales storage areas

A. Storage areas

Applies to Storage areas and RV storage. Screening of the waste storage area complies with handout 109 and is felt to be in compliance with this item.

Complies

B. Outdoor sales and display areas

Our understanding of this item is that since the display area are pedestrian accessed they are thus exempt from any screening requirements at both new car display, used car display and display areas in the structured parking.

Complies

10.7 Planting materials adjacent to critical buffers

In compliance with this item and the Natural Context Zone, all plantings adjacent to critical buffers shall be native, excluding street trees. See 10.4.B above

Complies.

10.8 Req'm't for fences, waste enclosures & mech equip.

A. fencing

While no fencing is being added as part of this project, comment has been about the existing chainlink fencing installed by WDOT on 229th ROW and 66th street ROW. While there is no control over WDOT fencing on WDOT ROW

Input from the city on fencing at 66th ROW required.

discussion on fencing/separation of critical areas buffer at the ROW is needed by the city to Determine treatment.

B. Hedges No hedges are incorporated as part of the landscape plan. Does not apply this project

C. Waste enclosures Screening of the waste storage area complies with handout 109 and is felt to be in compliance with this item. Complies

D. Mech equip. No mechanical system or units are planned that are not located on the roof of the facility. Does not apply this project.

10.9 Req'm't for blank and retaining walls

A. Blank Walls No blank walls exist on the project fronting circulation facilities. Does not apply this project.

B. Retaining walls No retaining walls are planned for site development on this project. However WDOT has retaining walls on their ROW which are outside the scope of this project. Does not apply this project.

10.10 Minimum Tree Density

A. Minimum Tree Density Per the Tree Plan, section 11 mitigation, by O'Neill Service Group, we believe this item is met. Complies

B. Alternative Locations Since item A above is met this item does not apply this project. However, per the Tree Plan section 11.0 Mitigation by OSG a fee-in-lieu has been proposed if it is found out of compliance. Complies, if needed Clarification required

10.11 Tree Removal A-E	All Tree removal per the arborist Report and per the landscape plan require a permit and are part of the site development permit. As such while a tree removal permit may be applied for and issued prior to the site development permit all conditions and requirements of that permit will be met.	Will comply as part of the tree removal permit.
10.12 Tree Removal Review		
A. Tree Removal Permit	All Tree removal per the arborist Report and per the landscape plan require a permit and are part of the site development permit. As such while a tree removal permit may be applied for and issued prior to the site development permit all conditions and requirements of that permit will be met,	Will comply as part of the tree removal permit.
C. Hazardous Trees	See the O'Neill Services Group Tree plan dated 14 December 2018 for findings on hazardous trees for removal.	Will comply as part of the tree removal permit.
D. single Family Lots		Does not apply this project.
E. Tree Removal Exemptions	None of these conditions apply to this project	Does not apply to this project.
10.13 Tree Retention Requirements		
A. Tree Retention	See the O'Neill Services Group Tree plan dated 14 December 2018 for findings on retention and removal of trees and their replacement on this site. See landscape plans for additional information	Will comply as part of the permitting process.

B. Modifications to tree Retention Req'mts See the O'Neill Services Group Tree plan dated 14 December 2018 for findings on retention and removal of trees and their replacement on this site. See landscape plans for additional information.

C. Add'l Tree Protection

Does not apply this project.

10.14 Replacement Trees

A. Requirements See the O'Neill Services Group Tree plan dated 14 December 2018 for findings on retention and removal of trees and their replacement on this site. See landscape plans for additional information Will comply based on final approved landscape plan.

B. Maintenance and quality Notes will be added and specifications included in the final landscape plan and specifications to comply with this item. The final approved landscape plans will include these requirements. Will comply

C. Location Intent only no additional comments required.

D. Value See the O'Neill Services Group Tree plan dated 14 December 2018 for findings on retention and removal of trees and their replacement on this site. Values shown in the Tree report are based upon city standards Complies.

10.15 Tree Maintenance

A. requirements Notes will be added and specifications included in the final landscape plan and specifications to comply with this item. The final approved landscape plans will include these requirements. Will comply

10.16 Maintenance and landscape Bond Requirement

s

A. requirements	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
B. Frequency C. Local conditions		Guidelines only, compliance is after construction.
D. performance guarantee	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
E. 3 year bond		The final approved landscape plans will include these requirements. Will comply
F. corrective Measures	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
G. Deposit return	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply

**10.17
Landscape
requirements
and
specifications**

A. Centennial Tree	This tree is not a native species. The CIP natural context requires native materials in the 150' buffer	Complies however, conflicts with CIP chapter 18
B. Drainage	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
C. Fertilizer, herbicide and Pesticide Use	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
D. Structural Soils	Notes will be added and specifications included in the final landscape plan and	The final approved landscape plans will include these requirements.

	specifications to comply with this item.	Will comply
E. Plant selection	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
F. Plant sizes and Spacing	Sizes and spacing to meet code indicated on landscape plan.	Complies
G. Tree Pruning, Landscape Removal and shrub Pruning	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
H. Soil Porosity	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
I Tree Protection	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
J. Water-wise Planting and Irrigation	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
K. Water wise mulches, amendments and soils	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply
L. Restoration of cleared Areas	Notes will be added and specifications included in the final landscape plan and specifications to comply with this item.	The final approved landscape plans will include these requirements. Will comply

10.18 AAS

A. Approval Criteria	The only issues affecting the landscape standards which may require an AAS has to do with tree removal and retention. Clarification needed.	At this time this does not apply
B. Case by Case Modifications	Defines that AAS is a case by case condition and does not result in precedents for future projects	Informational only

16.1 Intent

16.2 General Standards

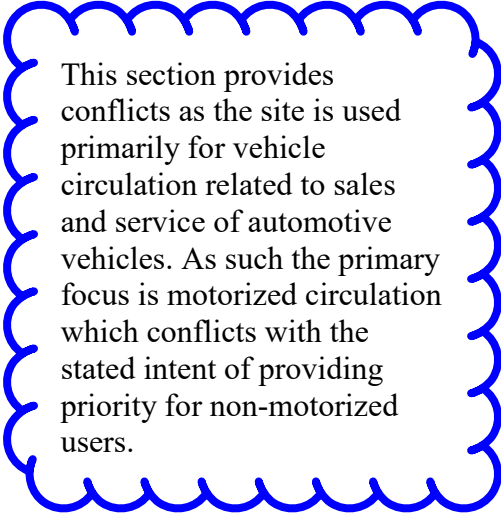
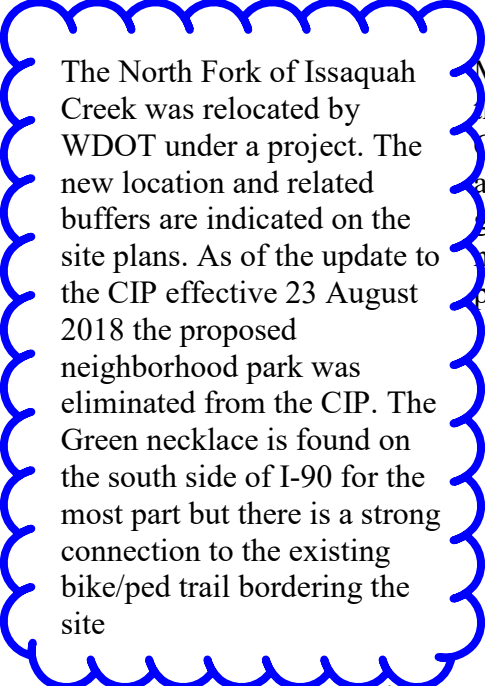
A. Integrate with Nature and Surroundings	Though the site is isolated from other development, it contains the North Fork of Issaquah Creek. The buffers and there rework as indicated on the landscape plans integrates the buffer area with the landscape design for the remaining part of the site.	The final approved landscape plans will include these requirements. Will comply
B. Context	See item 16.2A above.	The final approved landscape plans will include these requirements. Will comply
C. Soften Development	Planting is proposed throughout the parking, circulation, and community space, and at key areas of the building to soften the development.	Complies
D. Key Landscape Elements	See landscape plans for location and design of this item as part of the overall design	Complies
E. Green Edge of Issaquah	The site borders I-90 and the North fork of Issaquah Creek and the drainage ditch. These two water features have buffer areas required to be planted with native vegetation. WDOT developed the mitigation and planting requirements along this ROW and it will remain.	Complies
F. Accent Planting	Trees, shrubs, groundcover and perennials are proposed which have interesting flower, seed head, foliage or bark color and texture. Annuals are high maintenance and not sustainable and shall not be used.	Complies
G. Wildlife habitat	The existing WDOT redevelopment of the North fork of Issaquah Creek includes some of these features. Additional proposed native plantings	Complies, not required

	will further increase habitat value on the site.	
H. Design Unity	The use of native materials throughout and repetition of ornamental accent elements, as indicated in the landscape plans provide a unified pallet of materials and plant selections.	Complies
I. Green Walls	This item is not included in the project because of the open areas and planting both on site and at the buffers.	Not included
J. Trees on Site	See the O'Neill Services Group Tree plan dated 14 December 2018 for findings on retention and removal of trees and their replacement on this site. See landscape plans for design and placement of trees and other landscape materials	Complies
K. Setback Treatment	See landscape plans for design and placement of trees and other landscape materials	Complies
L. Pedestrian Buffer	See landscape plans for design and placement of trees and other landscape materials	Complies
M. Native Plants	See landscape plans for design and placement of trees and other landscape materials. Because of the buffer requirements, native context area and use of a unified pallet of materials the landscape is significantly made up of native species	Complies
N. Right Plant Right Place	See landscape plans for design and placement of landscape materials.	Complies
O. Site furnishings	See landscape plans for design and placement of trees and other landscape materials	The final approved landscape plans will include these requirements. Will comply
P. Circulation Facilities	See landscape plans for design and placement of trees and other landscape	The final approved landscape plans will include these requirements.

Landscape	materials. The circulation facilities affecting this project and site include pedestrian circulation in the ROW and the community space. Additional input has been requested of the city on the item.	Will comply
Q. surface Parking Landscapes	See landscape plans for design and placement of trees and other landscape materials	The final approved landscape plans will include these requirements. Will comply
R. structured Parking Landscape	See item 10.5.B above.	Complies
S. Integrate Stormwater Facilities and Critical areas	See the stormwater design as part of the pre submittal package for narrative integration of surface water management into the landscape through rain gardens and landscape design.	Complies
T. Other Landscape Elements	These items have been addressed as part of the chapter 10 analysis	Complies
16.3 Fence Guidelines		
A. Design	Not used as part of this project however see discussion in chapter 10 for fencing issues.	Does not apply this project
B. Height	Not used as part of this project however see discussion in chapter 10 for fencing issues.	Does not apply this project
C. Canyon Effect		Does not apply this project
D. Visual relief		Does not apply this project
E. Screening	Provided at waste enclosure per handout 109.	Complies
F. Materials	Only applies at the trash enclosure materials not yet selected.	Will comply

G. Chainlink Fencing	As noted above WDOT used plastic coated chainlink fence at the I-90 off ramp which is not part of this project.	Our site complies
H. Compliance with IMP 18.07.120	Per our reading of this Chapter the landscape design and elated landscape development meet these criteria. See the landscape design for additional information.	Complies

CIP 11 Site Design

Component	Structured Parking	For d	Linco ln	Comments	Complies
11.1 Intent				 <p>This section provides conflicts as the site is used primarily for vehicle circulation related to sales and service of automotive vehicles. As such the primary focus is motorized circulation which conflicts with the stated intent of providing priority for non-motorized users.</p>	
11.2 General Standards					
A. Integrate with Nature and Natural Surroundings				 <p>The North Fork of Issaquah Creek was relocated by WDOT under a project. The new location and related buffers are indicated on the site plans. As of the update to the CIP effective 23 August 2018 the proposed neighborhood park was eliminated from the CIP. The Green necklace is found on the south side of I-90 for the most part but there is a strong connection to the existing bike/ped trail bordering the site</p>	Meets the intent and standards, the north fork of Issaquah Creek flows through the site and access along 230/63 rd gives access to both the green necklaces the trail and existing park facilities.
B. Circulation Priorities				As an automotive dealership motorized circulation along with display and vehicular access is important to the project.	Pedestrian access to both the ford and Lincoln portions of the project provide strong pedestrian non-motorized connection. However given the nature of the project, we

C. Sense of Place

The site is isolated from current and for the most part future development. It does however provide a gateway from I-90 exits. As such a corner is established at streetwall along ELSP.

suspect that limited pedestrian non-motorized access will be used to the site.

As an isolated site this item does not seem to apply, except as defining a corner at the freeway off ramp.

D. Sustainable Site Design

Both Ford and Lincoln encourage sustainable design as part of their programmatic requirement.

Will comply with city requirements. Ford and Lincoln Requirements, NREC requirements. While the design of the facility will be based on LEED gold criteria for construction, at this time the intent is not to pursue certification.

E. sense of Arrival

See Item 11.2.C above

F. Existing Features and Context

The North Fork of Issaquah Creek bounds the Northwest section of the site with related buffer areas. A class 3 stream is found in the WDOT ROW at the south side of the site. The Project opens and is oriented toward these features providing views both from the building and vehicle display areas.

Complies with the intent of this item.

The site design incorporates a community spaces, however that space provides limited view other than to the open face above lakeside industries

G. Views and Vistas

As noted in item 11.2.F above view and vistas are preserved

Complies with the general intent of this section. Item 3 does not apply

H. Intuitive

Site signage for entry, service

Complies

Wayfinding	and heavy traffic provided. Primary and secondary signage direct vehicles to the site.	
I. Universal Design		The site design complies with all ADA requirements for access.
J. Multi- functionality	Site circulation meets requirements for fire access. Many of the listed items either do not apply to the specifics of this site and its location. Items 1, 2, and 10 are incorporated into the community space design	Complies.
K. site amenities and Street Furniture	At the community Space on 66 th /230 th several of the listed amenities are incorporated into the community space. Specifically benches, pet waste, bike racks, informational signage and waste receptacles.	Complies
L. Special Paving Materials	Paving materials per ford and Lincoln requirements are planned at the community space, main entries and access to the NE vehicle display area.	Complies
11.3 Standards for All Uses		
A. Pedestrian Connections	Single site not being subdividing into separate blocks on this isolated site with no additional connections planned. As part of the Detail shop project a connection from 230 th to the existing trail system is being	Complies

			developed.	
B. Connections to surrounding Circulation Facilities and Properties			The site is bound on three sides by existing controlled access and no opportunities for additional connections exist	See item 11.3.A above
C. Emphasize Landscaping	Does Not Apply	Doe's not apply	Landscape at the enhanced buffer area and along the freeway off ramp (existing) provide broad coverage.	Complies
D. Community Space and Site Design			A community space is provided as part of the project design. It is a plaza per item 3 of this section. It can be inferred that item 4 of an informal gathering space is also provided as part of the community space. At this location and along the ROW on 66 th there is view and places for viewing of the North Fork of Issaquah creek. Some of the design elements listed in item 7 are incorporated into the community space.	Complies
E. Parking and Drive Through Location			The vehicular spaces both for parking and display are screened via the enhanced buffer at the private street entry to the facility. Separate pedestrian access to both Ford and Lincoln are provided.	Complies
F. Establish Streetwall (Build to line)			Based on discussion with Staff the following do not require street wall; 230 th street because of Lakeside Industries across	Complies

	<p>the street and no possibility of additional tie along this street.</p> <p>At the freeway off ramp as there is not tie for pedestrian access.</p> <p>Streetwall is provide at the corner of 66th and 230th and along ELSP in the form or a separate display pavilion.</p> <p>See Appendix at the end of this section for calculations.</p>	
G .Minimum Building Frontage	See item 11.3.F above. Item 2 of this section applies.	Complies
H. Corner Building Frontage	See item 11.3.F above. The multi-part corner at 66 th and 230th has been split and developed as corner building.	Complies
I. Community space as Building Frontage	This option is included in the site development as a community plaza at the corner of 66 th and 230th	Complies
J. Alternative Building Frontage	Not required to meet street wall requirements.	Complies
K. above Ground Utilities	At this time no above ground utilities are planned to be added to the site. However existing utilities including power poles (main distribution line) and vaults exist along 66 th and 230 th there are no plans to replace or modify these utilities	Complies
M. Residential Garage Setbacks		Does not Apply this project.

11.4 Environmental Critical Areas

A. Minimize
Impacts

The North fork of Issaquah Creek was relocated by WDOT prior to the start of the project. An existing hydraulic permit is in place extending to Jan 2021 for work in the critical areas. As an auto dealership with exterior display the lighting standards in IMC.19.107 are below IES recommended lighting levels for display

Complies with general standards, however an AAS may be required for adjustment of lighting levels at the vehicle display areas

B. Building
Orientation

The project is oriented toward the creek and buffer. With retail display along the buffer area. The community Space while not directly adjacent to the buffer does offer views from the seating areas. No other activities are planned.

Complies, it should be noted that there is ample view from the existing bike path and recreational options available across ELSP.

11.5 Service, Loading and Waste Enclosures

A.
Consolidate
Facilities

Current trash enclosure is designed per handout 109 solid Waste Service Company Review and collection Space Standards to a single off street location

Complies

B. Locations Does
not
apply

Trash enclosure is not planned to have a roof over. Trash bins to have lids/covers

Complies

Appendix E CIDDs Analysis
16 December 2018

C. Enclosure		Standard Service containers	Complies
D. Screening	Does not apply	This is a general statement. Project meets standard per handout 109 referenced above	Complies
E. Location and Size		Meets requirements	Complies
F. Screening		Complies with the standards,	Complies
G. Circulation Facility conflict		No conflicts noted	Complies



CIP 14 Buildings

Component	Structured Parking	Ford Lincoln	Comments	Complies
4.1 Intent			General Statements – no response required.	
4.2 General Standards				
A. Usage	Applies		The facility is designed for adaptive reuse over time through an enlarged vertical footprint at the structured parking allowing the change to multi family or office uses.	Complies
B. Walls			No blank walls are proposed on the project facing circulation facilities or public view.	Complies
C. Views		Applies	While sunlight access has been considered into the community space at the street, the site orientation limits solar access to that location. Solar access is available at the roof level and designed into the project at such time the economic payback exists for a large solar array.	Complies
D. Streetwall		Applies	Each street side of the site has particular issues as they relate to the streetwall. Specifically <ul style="list-style-type: none"> • ELSP is mostly taken up by required critical area buffers. See Figure 14.1 Streetwall calculation at the end of this section for required and provided streetwall. The pavilion structure comprises the required streetwall at this primary street façade. • I-90 off-ramp Staff has determined that the 	Complies

streetwall requirements do not apply to this property line face.

- 230th street staff has determined that streetwall does not apply this face because of Lakesides Industries located across the street and that there is no development potential along this street for urban core facilities.
- 66th street the frontage is partly taken up with critical area buffers along the street
- 66th/230th intersection is the primary location of the street wall. See figure 14.1 Streetwall calculation for required and provide streetwall.

E. Informal gathering		Appl ies	Appli es	Along the internal street and in the community plaza opportunities exist.	Complies
F. Siting		Appl ies	Appli es	The community space on 66 th /230 th provides this opportunity for this interaction while maintaining the pedestrian path.	Complies
G. Sustainable green building Standards	Appli es	Appli es	Appli es	The facility is designed for long term adaptive reuse. The project will comply with the City of Issaquah’s sustainable development requirements, the WA NREC, Ford Motor Company’s sustainable guidelines and the principals of LEED. The project however will not be documented for LEED certification.	Complies

14.3 Building Mass and Design

Appendix E CIDDs Analysis
16 December 2018

A.1 Setbacks	Applies			This is in conflict with The Requirements of NW Revival Style Architecture for no setbacks below the 5 th floor.	CONFLICT WITH CIP
A.2 Break Large Buildings up	Applies	Applies	Applies	The main building on site is broken into three Masses, Structured parking in Ford Display and Lincoln.	Complies
A.3 Surface Relief			Applies	At the street wall locations this is met with projecting elements at the façade (weather protection)	Complies
A.4 Large Footprints	Applies	Applies	Applies	The main building on site is broken into three Masses, Structured parking in Ford Display and Lincoln.	Complies
A.5 Setbacks			Applies	Setback at streetwall is for community spaces providing seating, landscape, information and space for interaction,	Complies
A.6 Windows			Applies	Trimmed openings are provided, recessed from the face and with recessed Overhead doors.	Complies
A.7 Tri-part Composition	Applies		Applies	Per the requirements of the NW Revival style the structured parking (the dominant mass) Color and materials are per the requirements of this style.	PARTIAL CONFLICT WITH CIP
A.8 Views					Does not apply this project.
A.9 Building corners				The main entry to the Lincoln facility is located on a community plaza, at the corner of 66 th and 230 th with additional detail , the Pavilion, provides no additional detail at the edge as there is not access from the ELSP side	Complies
A.10 Other Techniques				Not sure what this item refers to as we have not additional feedback	Does not Apply

14.4 Ground Level Details

A.1 Street Level Windows	Appl ies		Street level street wall is over 75 percent glazing into the Lincoln showroom. The Pavilion is 80 percent glazing through glass overhead doors on the ELSP side to display automotive products	Complies
A.2 Open Design Gates and Fences			Gates not used, final security requirements for gates is to be determined,	Complies
A.3 Ground Floor	Appl ies	Appl ies	All ground level spaces provide active uses. The Lincoln space includes the café area and Automotive display. The ford display area provides sales and display of automotive products. The Pavilion while static, display provides visual interest along ELSP.	Complies
A.4 Multiple entries		Appl ies	Components listed in this section are provided at the Lincoln street wall	Complies
A.5 Primary Building Entries	Appl ies	Appl ies	The Lincoln main entry provides all the referenced elements. The ford Entry element provides all the elements. At the pavilion the entry is not oriented to ELSP and is a private rather than public element.	Complies
A.6 Primary Building Weather Protection	Appl ies	Appl ies	Both ford and Lincoln main entries provide weather protection.	Complies
A.7 Multiple Frontages	Appl ies	Appl ies	The Streetwall on 66 th /230 th provide all the elements requested with the Lincoln display element more prominent as it's the primary entry.	Complies

A.8 Street Front Windows	Appl ies	Appl ies	Bothe the Lincoln and Pavilion streetwall facades provide over 75 percent glass along the building frontage. All glazing is clear except that at the Lincoln street façade some spandrel glazing may be used based on the final design but still meet the percentage requirements of this section.	Complies
A.9 Reflective Glass			Not used reflective glazing would limit retail display inside the facilities	Complies
A.10 Floor Height	Appl ies	Appl ies	The Lincoln facility under program requirement from ford Motor Company requires a 14' clear ceiling height. The section does not specify is the 15' dimension is floor to floor or floor to ceiling height. The ford display area has a 21' clear ceiling height. The pavilion has an approx... 15' clear height to structure.	Complies
A.11 Landscape		Appl ies	At the Lincoln streetwall a community plaza provides the noted elements. At the Pavilion the landscape is in the WDOT ROW, planted out under the stream relocation project.	Complies
A.12 Details mixtures		Appl ies	At the community plaza benches, paving, landscape and information signage are used to achieve the requirements of this item	Complies
14.5 Weather protection				
A.1 At entries	Appl ies	Appl ies	Provided at the Lincoln entry both for the entry and along the walkway on 230 th . The ford entry provide weather protection at the building face but does not extend along the	Complies

				sidewalk. The corporate Requirement for brand wall and glazing do not allow for weather protection at this face.	
A.2 Height	Applies			Lincoln complies with other the section below. No conflicts exist with landscape or vehicle requirements. The architectural style does not impact the weather protection.	Complies
A.3 Depth	Applies			The dimensional requirements are Met for the street façade. Horizontal metal canopies are used but the height and façade design eliminate transom above.	Complies
14.6 Roofs and Parapets					
A.1 Amenities	Applies			The facility is required to provide structured parking as part of the Urban design requirements. Part of this requirement is met through the use of roof top parking. This covers approx. 80 percent of the total facility roof area.	Complies
A.2 Rooftop uses	Applies			See Item A.1 above. In addition the roof top parking area is designed to allow the addition of solar panels in the future.	Complies
A.3 Accessible	Applies			Stair and Elevator Access are provided to the rooftop area. While accessible it is not public access.	Complies
A.4, A.5 & A.6 Parapets and cornices	Applies	Applies	Applies	Under the requirements of the NW Revival architectural style of the CIP both cornices and parapets are required and provide at structured parking and the Display areas. Parapet heights are as required (4'-0") for screening and guardrail requirements.	Complies

A.7 Roof Shape	Applies	Applies	Applies	We are not total sure of the intent of this item. But believe that with the flat roofs of the project it does not apply.	Does not apply
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A.8 Roof slopes	Applies	Applies	Applies	The facility uses flat roof for structure parking and the display portions of the project	Complies
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A.9 Roof Surfaces	Applies	Applies	Applies	At the structured parking the concrete wear surface and epoxy coating may not meet the SRI. The display and non-parking areas will meet this requirement	Complies
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A.10 Roof top Utilities	Applies	Applies	Applies	Screening for HVAC and related equipment will be screened from view as part of the project with the screening integral to the facility design. However, the screening of HVAC equipment from above is not practical or reasonable.	DOES NOT COMPLY
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A.11 Cell Towers				The existing cell tower to remain not part of this project.	
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A.12 Screening	Applies			No terraces are provided at structured parking thus this item does not apply.	Does not apply this project
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14.7 Skybridges					Does not apply this project
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CIP 17 Lighting

Component	Struc tured Parki ng	Ford Lincol n	Comments	Complies
17.1 Intent			This section provides conflicts as the site is used primarily for vehicle circulation related to sales and service of automotive vehicles. As such the primary focus is display lighting of vehicles for sale which is specifically identified in this section.	Reference and intent only
A. Safe Attractive Functional			The assumption is that this project is in an urban context. The site is isolated and provides little linkage to users except through primary vehicular circulation. While safety is a primary concern the context suggested here does not exist.	Does Not Apply
B. Assist travel			See item 17.2.A above for context.	Need conformation from engineering as to the extent of offsite lighting requirements in this area.
C. Provide for multiple users			As the only offsite lighting improvements to be made under circulation facilities on 66 th and 230 th the priorities seem not to apply.	Complies
D. Contribute to the Public Realm			Specific fixture types and requirements for ROW offsite improvements per city of Issaquah standards.	Need conformation from engineering as to the extent of offsite lighting requirements in this area.
E. Maintain			Through BUG requirements	Complies, however final

the dark sky elements	dark sky will be maintained to some extent. However the lighting of vehicle for display will be visible from offsite specifically the freeway off ramp.	design photometric will need to be reviewed and agreed to
F. Light level and fixture Design	City standards will be used at the Public ROW, internal on the site LED fixtures for display will be used. IMC 18.07.107 lighting levels for automotive display are considerably below the levels recommended by IES for display. 20 FC is below the minimum 30-40 FC for display.	Does not comply based on IES standards, per prior discussion this will need to be reviewed with the city's lighting consultant.
G. Emphasize Architectural Elements	We are not sure what the intent of this item is. From a lighting perspective the focus on display lighting of vehicles would seem to meet the intent of this item.	Complies
H. Illuminate the entire volume	We are not sure what the intent or meaning of this item is	Unknown
I. Illumination levels based on activity	From a lighting perspective the focus on display lighting of vehicles would seem to meet the intent of this item. Emphasize will be given to secondary elements of circulation at pedestrian walk ways and the community plaza.	Complies
17.3 BUG Standards	Will meet the requirements based on BUG standards.	Will comply in the final design
17.4 Design and fixture Standards		
A. Fixture	IMC 18.07.107 Tables for light	Conflicts with IMC

Height	pole height table E1 allows a pole height of 25 feet in parking areas. Specific pole heights for ROW fixtures is not specified. This conflicts with the 15' height limit listed in this item. It is unrealistic to use a 15' pole height in parking lots or in the display area.	18.07.107.E1
B. Pedestrian routes	This item does not address the public ROW lighting which is the primary pedestrian route of travel. At the community plaza and the walkways along the face of the building and to the new car display this will be developed.	Will Comply in final design
C. Collaborative Design	The design for both interior and exterior will be developed holistically for integration of location, function and lighting levels.	Will comply in the final design
D. Night Illumination	Flag pole and flag will be lit at night, final location has not yet been determined. Concerns about timing, direction of illumination and dark sky impacts will be taken into consideration.	Will comply in the final design
E. Light Pole locations	Based on city recommendations light pole and fixture locations at the public ROW will be developed. On site pole locations will be determined based on display lighting, protection of vehicles and most effective design locations.	Will comply in the final design

17.5 circulation Standards Streets

A Fixture style Height and Placement	Based on city recommendations light pole and fixture locations at the public ROW will be developed.	Will comply in the final ROW improvements design.
B. Pole locations	Based on city recommendations light pole and fixture locations at the public ROW will be developed.	Will comply in the final ROW improvements design.
C Location coordination	Based on city recommendations light pole and fixture locations at the public ROW will be developed.	Will comply in the final ROW improvements design.
17.6 Circulation Standards Pedestrian, Bicycle and Trail		Complies
A. Trail and Ped only routes		Does not apply to this project
B. Pole location		Does not apply this project
C. consolidation of fixture/users		Does not apply this project
D. Pedestrian patch uniformity of lighting levels		Does not apply this project
E. Pedestrian levels on path per IMC 18.07.107		Does not apply this project.

F. Lighting levels adjacent to critical areas	BUG standards for cutoff shall be used. At the critical areas buffers which are adjacent to the display lighting cutoffs will be located to meet the lighting spill requirements of 18.07.107.	Will comply in the final design based on photometric studies.
G. Outlets at for seasonal decorations	Consideration will be given to the need/desire to locate outlets adjacent to the critical area buffer at display lighting.	Does not apply this project except at display lighting poles
17.7 Community Space Standards		
A. Walking surface illuminations	The design intent is to use a combination of under canopy and pedestrian scale light fixtures to achieve this items objectives	Will comply in the final design
B. Community space Lighting	See item 17.7.A above. As for urban character at this site, because of the isolated location, any contribution to the urban character would seem unlikely.	Will comply in the final design as noted.
C. Festive Lighting	This item is currently not planned as part of the community plaza design. However holiday lighting may be used during the Christmas season.	Does not apply
D. Illumination Levels	The intent of the lighting design will be to meet this standard at the community space.	Will comply in the final design.
E. Play Areas	Non planned in the project	Does not apply.
F. Recreation Areas	None planned in this project	Not required this project

17.8

Parking Standards

A. Outdoor
Lighting
code
18.07.107

See item 17.4.A for conflicts between 18.07.107 and this set of standards. The standards are far below IES standards for automotive dealership display lighting.

Need direction on the conflicts and IES standards per prior discussion.

B. Light
Spillage

The design will meet the BUG standards, however reflection from automotive surfaces will result because of the gloss finish on cars.

Will Comply in the final design

C. Structured
Parking

The design will meet the BUG standards for cutoff and light spill. A portion of the structured parking includes vehicle display on all levels. Vehicles will be lit and there will be some spill onto the ground on site.

Conflicts with specifics but complies with the general intent

D.
Structured
Parking
Underdeck
surfaces

The underside of the structured parking will be light in color. If painted on unpainted concrete has not been determined.

Will comply in the final design.

E. cut off
and Pole
heights for
Exterior
lighting

IMC 18.07.107 Tables for light pole height table E1 allows a pole height of 25 feet in parking areas. Specific pole heights for ROW fixtures is not specified. This conflicts with the 15' height limit listed in this item. It is unrealistic to use a 15' pole height in parking lots or in the display area.

Conflicts with IMC 18.07.107.E1

F. Pedestrian
Paths at
structured
Parking and
exterior

The lighting design will provide necessary lighting at parking lots and inside the structured parking for pedestrian access.

Will comply in the final design

parking

G. Light pole locations

Given that this project is vehicular oriented and that damage can occur to vehicles if poles are located in the wrong location to interfere with display and customer parking great care will be taken to meet this item.

Will comply in the final Design

**17.9
Building
design
Standards**

A. Lighting to highlight main entries

Special attention will be used in the lighting for both the Lincoln and Ford main entries. Specific requirements to this effect are required by Ford motor company Standards.

Will comply in the final design.

B. Service Station Canopies

Does not apply this project.

C. Sales Frontage Controls

One of the largest energy usages in automotive dealerships is exterior lighting. As a result, control systems for hours of illumination, cut back rates and dark times are taken into consideration during the design process.

Will comply in the final design

**17.10
Landscape
Standards**

A. Landscape lighting to accent views

Security at night both for customers and the vehicles is very important as part of the lighting design.

Will Comply in the final design.

B.

The locations for both lighting

Will comply in the final

Coordination
of Street
Trees with
Lighting
poles

and street tree requirements will be coordinated with the city for all work in the public ROW. design.

C. Outlets at
planting
areas

Will be considered as part of the lighting design.

Will not be provided in the Public ROW

D. No
lighting
permanently
attached to
trees

The design will not incorporate any such features

Will comply in the final design.

Table 17
Figure 1

This table recaps the requirements and provides specific levels of lighting.

Will comply in the final design.

Evergreen Ford Lincoln Issaquah, WA

Pre-submittal Package

14 December 2018

Prepared by;
Strotkamp Architects

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APPENDIX F STORMWATER MANAGEMENT PLAN



To City of Issaquah, Development Services Department
From: Tyrell Bradley, PE
Mallory Dobbs, EIT
Date: 12/15/2018
Project: Issaquah Evergreen Ford Dealership
Subject Stormwater Design Narrative

1 Introduction and Project Summary

This design narrative will outline the requirements, restrictions, and design aspects for the preliminary stormwater system for the Evergreen Issaquah Ford project located on parcel numbers 2724069084 and 2724069086. See Figure 1 below for the project location.

The proposed Evergreen Ford site is located on two parcels that contain a total of 3.92 acres. The project is located on the south east corner of E Lake Sammamish Parkway SE and 229th Ave SE in Issaquah, WA. The proposed construction includes the 4-story ford dealership building/parking garage, as well as associated parking lot, utilities, frontage improvements, and stormwater improvements disturbing approximately 3.5 acres. Specifically, the proposed site improvements/construction activities for this project include the following:

- ◆ Site preparation, grading, and erosion control activities
- ◆ Construction of Ford dealership and parking garage
- ◆ Construction of parking lot
- ◆ Construction of off-site improvements
- ◆ Construction/installation of on-site water quality and flow control facilities
- ◆ Extension of available utilities (i.e., water, sewer, etc.)

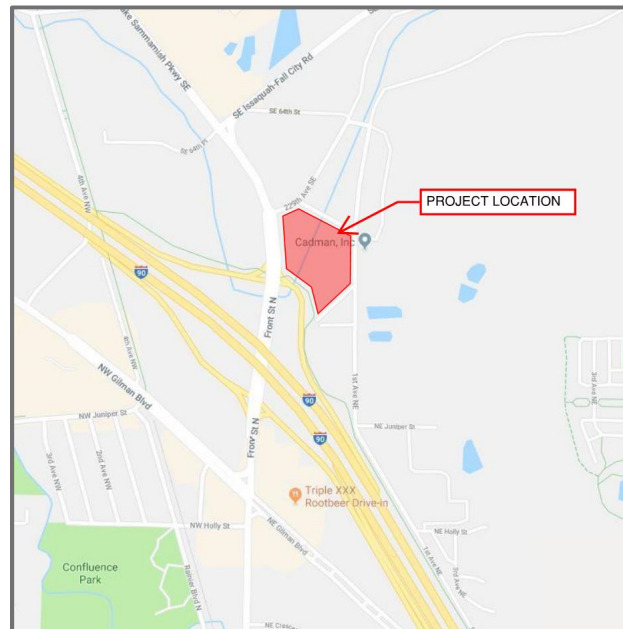


Figure 1. Site Vicinity Map

2 Existing Site Conditions

The subject site is +/- 3.92 acres in size. Topography within the property generally flat throughout the site except for the side slopes of the North Fork Issaquah Creek that runs through the northwest corner. In 2017, the Washington State Department of Transportation (WSDOT) conducted the N Fork Issaquah Creek Fish Passage project on this parcel. This project included the following:

- ◆ Re-routing the N Fork Issaquah Creek to the west underneath E Lake Sammamish Parkway, instead of straight through the project parcel
- ◆ Re-routing a smaller stream to flow directly west under E Lake Sammamish Parkway instead of south under the I-90 off ramp
- ◆ Associated improvements to the culverts and downstream flow paths to both streams

See Attachment A for a preliminary map outlining all the proposed project improvements.

Associated with the streams, there are many critical areas on the project site. These critical areas are defined in the following section.

2.1 Critical Areas

- ◆ **Flood Zones:** The project parcel is located with Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel No. 53033C0691H. According to the FIRM Map the project parcel contains Zone AE, Zone AH, and Zone X areas. Zone AE states that base flood elevations have been determined. Zone AH contains flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined. The base flood elevation for this specific zone is 72. Zone X includes areas of 0.2%

annual chance of flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance of flood. Per Issaquah Municipal Code (IMC) section 16.36.130, the proposed building must be constructed 1 foot above the base flood level. Therefore, the proposed finished floor elevation will be 73.

- ◆ Critical Area Recharge Area (CARA): According to the Critical Aquifer Recharge Area Classification Map (Exhibit C to Ordinance: CARA Map), the project parcel is located within the Class 1 – 1- & 5-year Wellhead Capture Zone. Per IMC 18.10.796, the City may require a groundwater monitoring plan and/or hydrogeologic critical area assessment report for new development projects. Per IMC 18.06.130, the proposed land use of an Automobile and Truck Sales/Dealership located in an intensive commercial zone and Class 1 CARA is not a prohibited or restricted use (IMC 18.06.130)
- ◆ Streams and Stream Buffers: As mentioned above, the project parcel contains two streams with associated buffers. The N Fork Issaquah Creek is considered a Class 2 stream with salmonids. According to IMC 18.10.780, this stream is smaller than a Class 1 stream that flows year-round during periods of normal rainfall and all streams that are used by salmonids. The smaller stream to the south is considered a Class 4 stream. Per IMC 18.10.785, a Class 4 stream is a constructed or channelized stream, that is intermittent, not used by salmonids and do not provide salmonid habitat, and/or are not directly connected to a Class 1, 2, or 3 stream by an above ground channel. In order to increase the buildable area on the project site, the stream buffer for the Class 1 stream will be reduced by 25% through buffer vegetation enhancement per IMC 18.10.790 (D)(4). The streams and their associated buffers are shown on Attachment A.

2.2 Geotechnical Information

A geotechnical investigation was conducted by GeoEngineers in November. The on-site soils were found to be generally silty fine to coarse sand with gravel. Based on a grain size analysis with correction factors, a preliminary design infiltration rate of 1 in/hr was suggested. Groundwater was typically encountered in the test pits at depths of 8 to 9 feet, and therefore a groundwater mounding analysis is anticipated. The proposed stormwater design has drainage areas to the infiltration facilities that exceed 1 acre and has less than 15-feet of depth to the seasonal high ground water, therefore per Volume 3 Chapter 3 Section 3.3.8 of the SWMMWW, the final design infiltration rate will require the use of an analytical ground water model. A final geotechnical report and groundwater mounding analysis will be completed and provided in the Stormwater Report submitted with the Site Development Permit.

3 Proposed Stormwater Design

Per IMC 16.26.030, the stormwater design manual for this project is the Department of Ecology 2014 Stormwater Management Manual for Western Washington (SWMMWW) and the supplemented and modified by the City of Issaquah 2016 Addendum. Per Table 1-1 from the City of Issaquah 2016 Stormwater Design Manual Addendum, the proposed project is a new development not located within the Central Issaquah Alternative Flow Control Area and will create over 5,000 S.F. of new hard surfaces, therefore the project will trigger Minimum Requirements #1-9. Additionally, the pre-developed conditions must be modeled in forested.

Table 1-1 PROJECT SCREENING FOR STORMWATER REVIEW						
Project Type ^b	Screening Thresholds ^a		Minimum Requirements ^a			
	Hard Surfaces	Land Clearing	MR #1-5	MR #6-9	Stormwater Facility Target Surfaces ^d	Pre-Dev Cond.
1. TESC Only	<2000 SF new plus replaced hard surfaces	or <7000 SF land disturbance	MR #2 – Construction Stormwater Pollution Prevention Plan			
2. New Development – All projects ^c	2000-5000 SF new plus replaced hard surfaces	or 7000-32,670 SF land disturbance	✓		--	--
	>5000 SF new plus replaced hard surfaces	or >32,670 SF land disturbance	✓	✓	New and replaced hard surfaces	Forested
3a. Redevelopment - Value of proposed improvements is <50% of value of existing site improvements ^c	2000-5000 SF new plus replaced hard surfaces	or 7000-32,670 SF land disturbance	✓		--	--
	>5000 SF new plus replaced hard surfaces	or >32,670 SF land disturbance	✓	✓	New hard surfaces only	Forested
3b. Redevelopment - Value of proposed improvements is >50% of value of existing site improvements ^c	2000-5000 SF new plus replaced hard surfaces	or 7000-32,670 SF land disturbance	✓		--	--
	>5000 SF new plus replaced hard surfaces	or >32,670 SF land disturbance	✓	✓	New and replaced hard surfaces	Forested
4a. Transportation redevelopment - New hard surfaces add <50% to existing hard surfaces	2000-5000 SF new plus replaced hard surfaces	or 7000-32,670 SF land disturbance	✓		--	--
	>5000 SF new plus replaced hard surfaces	or >32,670 SF land disturbance	✓	✓	New hard surfaces only	Forested
4b. Transportation redevelopment - New hard surfaces add >50% to existing hard surfaces	2000-5000 SF new plus replaced hard surfaces	or 7000-32,670 SF land disturbance	✓		--	--
	>5000 SF new plus replaced hard surfaces	or >32,670 SF land disturbance	✓	✓	New and replaced hard surfaces	Forested
5. Central Issaquah Alternative Flow Control Area (see Figure 2-5) – All projects	2000-5000 SF new plus replaced hard surfaces	or 7000-32,670 SF land disturbance	✓		--	--
	>5000 SF new plus replaced hard surfaces	or >32,670 SF land disturbance	✓	✓	New hard surfaces only	Existing

Table 1. Project Screening for Stormwater Review

The proposed development has been separated into four drainage basins. Each basin will operate independently and will convey, treat, and infiltrate 100% of the stormwater runoff within the basin. These basins have been delineated on a basin map and is included in this narrative as Attachment B. The Western Washington Hydrology Model 2012 (WWHM) was used for preliminary treatment facility sizing and detention/infiltration facility sizing. The water quality and flow control facilities are further discussed below.

3.1 Conveyance

All on-site conveyance systems will be sized to convey the 25-year 24-hour storm within the pipe per the SWMMWW requirements. All on-site stormwater facilities will be privately owned and maintained by the Evergreen Ford dealership. All facilities will be designed to be accessible for inspection and maintenance.

3.2 Water Quality

The SWMMWW states that enhanced treatment is required for project sites that discharge directly to fresh waters or conveyance systems tributary to fresh water designated for aquatic life use or that have an existing aquatic life use; or use infiltration strictly for flow control – not treatment – and the discharge is within ¼ mile of a fresh water designated for aquatic life use. The proposed project will be infiltrating the treated stormwater runoff within ¼ of a mile from a fish bearing stream and therefore enhanced treatment is required for all of the pollution-generating impervious surfaces.

Treatment will be provided for the proposed development through Modular Wetland Systems. The Modular Wetland Systems will precede the detention/infiltration systems and therefore are required to treat the flow rate at or below which 91% of the runoff volume, as estimated by WWHM. At this stage in design, it is assumed that the stormwater runoff from the sidewalk areas will flow across the asphalt parking areas, and therefore were included in the treatment facility sizing. See below for the preliminary treatment facility sizes. The preliminary drainage plan with the locations of the treatment facilities has been included as Attachment C.

- ◆ Basin 1:
 - Required Water Quality Treatment Flow = 0.092 cfs and 0.1197 cfs (two treatment facilities)
 - Preliminary Modular Wetland Size = 8'x8' and 8'x8'
- ◆ Basin 2: No treatment is required for this basin because none of the surfaces within this basin are pollution generating. However, the rain garden that provides the flow control for this basin will provide enhanced treatment by infiltration through the bioretention soil mixture.
- ◆ Basin 3:
 - Required Water Quality Treatment Flow = 0.0285 cfs
 - Preliminary Modular Wetland Size = 4'x4'
- ◆ Basin 4: Treatment for this basin will be provided through a rain garden located within the stream buffer. This rain garden has been sized to provide flow control for this basin and will 100% of the stormwater runoff through the bioretention soil mix, and therefore meeting treatment requirements.

3.3 Flow Control

Flow control is required for the proposed development and will be provided through rain gardens, and underground infiltration facilities. WWHM was used to size the flow control facilities so that they will infiltrate 100% of the stormwater runoff. It is important to note that the underground infiltration facilities will be shallow and maintain a minimum of 3-feet of separation between the bottom of the facility and the groundwater. The preliminary drainage plan with the detention/infiltration layouts has been included as Attachment C.

- ◆ Basin 1: A 10,550 S.F. x 4-foot-deep infiltration vault consisting of Brentwood Stormtank modules will infiltrate 100% of the stormwater runoff for this basin. This vault will be designed to meet all setback requirements from property lines and structures and will mainly be located within the drive aisle of the parking lot.
- ◆ Basin 2: A 1-foot deep rain garden with a bottom area of 744 S.F. will infiltrate 100% of the stormwater runoff for this basin. This rain garden will be located in the community space located along the frontage of the building.
- ◆ Basin 3: A 1,650 S.F. x 4-foot-deep infiltration vault consisting of Brentwood Stormtank modules will infiltrate 100% of the stormwater runoff from this basin. This vault will be designed to meet all setback requirements from property lines and structures and will mainly be located within the eastern parking/queuing area.
- ◆ Basin 4: A 1-foot deep rain garden with a bottom area of 1,600 S.F. will infiltrate 100% of the stormwater runoff from this basin. This rain garden will be located within the stream buffer.

4 Off-site Improvements

4.1 66th Street & 229th Avenue

Off-site improvements along the south side of 66th Street and 229th Avenue include the construction of a sidewalk, planter strips, curb and gutter, and on-street parallel parking. Currently, the sidewalk ends at the intersection of East Lake Sammamish Parkway and 229th Ave. The proposed project will connect the sidewalk from East Lake Sammamish Parkway to the entrance of the proposed site. A high point at the intersection of 229th Avenue and 66th Street splits the stormwater drainage. The stormwater runoff from 229th Avenue currently sheet flows west across East Lake Sammamish Parkway and into catch basins located in the flow line. This stormwater runoff will continue to have the same drainage path after construction. The stormwater runoff from the centerline of 66th Street currently sheet flows south directly into the stream buffer and into the stream. After construction, the stormwater runoff will flow along the proposed gutter line, into a catch basin and conveyed into the rain garden on-site located in the stream buffer. The stormwater runoff will infiltrate 100% in the rain garden. The frontage improvements to the east of the main entrance on 66th Street will flow along the gutter line around the corner and into 230th Avenue.

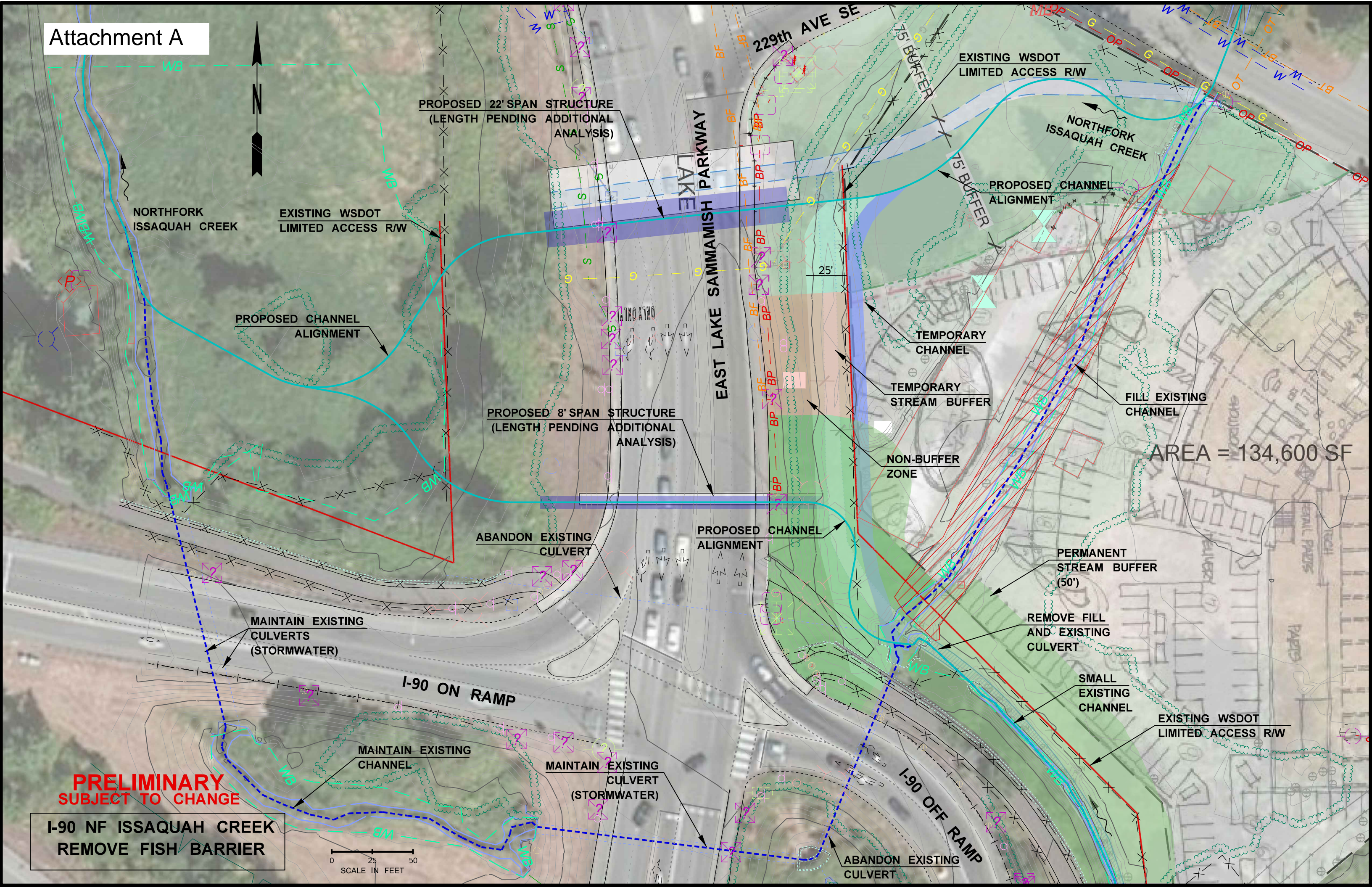
4.2 230th Avenue

Off-site improvements along the west side of 230th Avenue include the construction of sidewalk, planter strips, curb and gutter, and on-street parallel parking. Currently, stormwater runoff in 230th Avenue sheet flows into drainage ditches located on both sides of the street. The proposed improvements will remove the drainage ditch located on the west side of the street. Instead, stormwater runoff will sheet flow into the proposed gutter and flow south into catch basins at two locations. The catch basins will collect the stormwater runoff and discharge it east into the drainage ditches on the other side of the street. Ultimately, stormwater runoff from 230th Avenue will continue to be discharged into the ditch located to the north of Locust Street as it does today.

5 Summary

The proposed stormwater system for the Evergreen Issaquah Ford project has been designed to meet all of the requirements for the Department of Ecology and the City of Issaquah. It is important to note that much of this stormwater design is preliminary in anticipation of further information provided from the geotechnical engineer or the City of Issaquah and possible changes to the project site plan through design development.

Attachment A



Attachment B

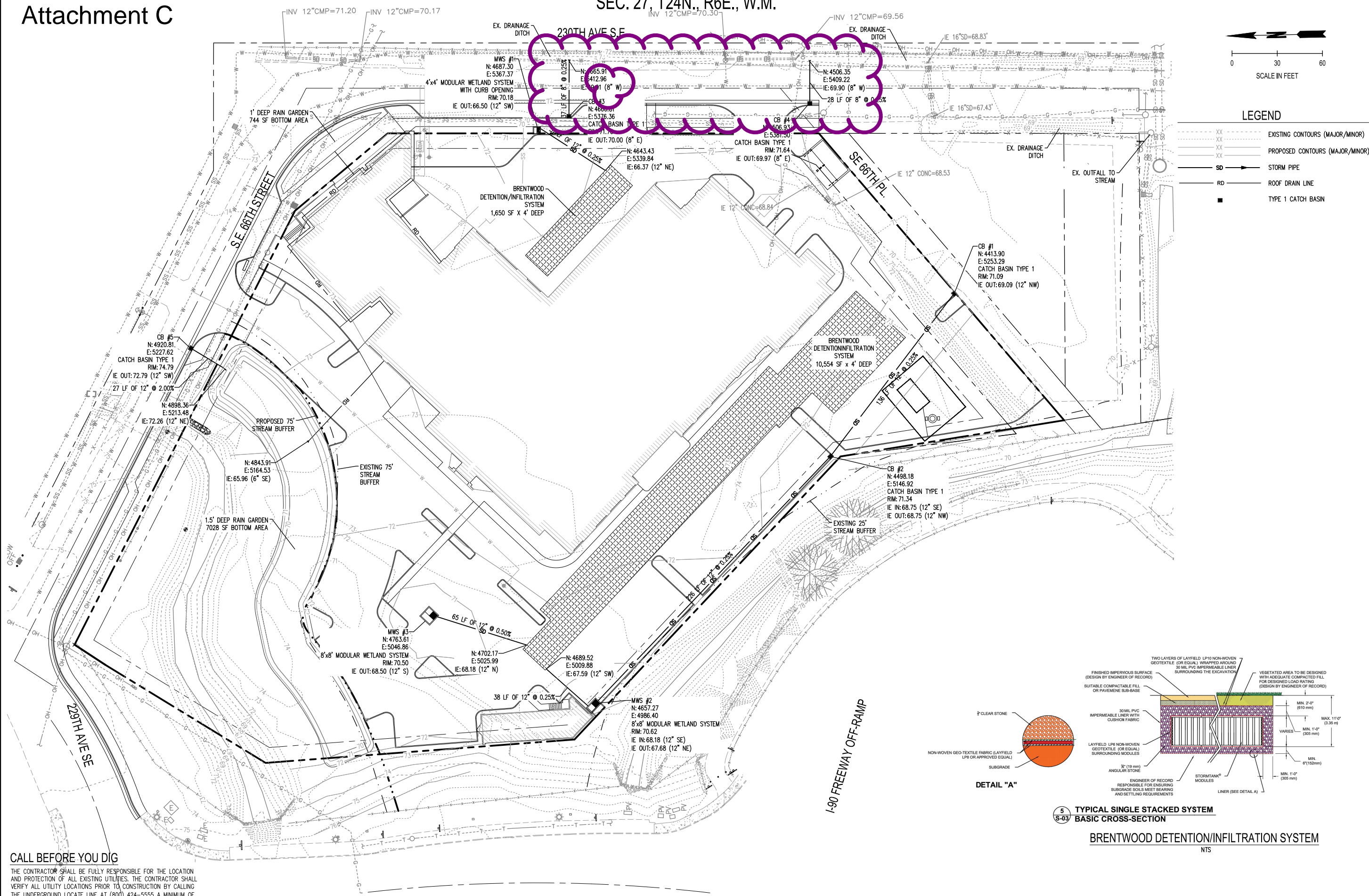


<div></div>	BASIN 1 AREAS:
	ROOF: 0.03 ACRES
	ASPHALT: 1.56 ACRES
	SIDEWALK: 0.11 ACRES
	PERVIOUS: 0.15 ACRES
	TOTAL: 1.85 ACRES
<div></div>	BASIN 2 AREAS:
	ROOF: 0.13 ACRES
	ASPHALT: 0.00 ACRES
	SIDEWALK: 0.01 ACRES
	PERVIOUS: 0.00 ACRES
	TOTAL: 0.14 ACRES
<div></div>	BASIN 3 AREAS:
	ROOF: 0.00 ACRES
	ASPHALT: 0.23 ACRES
	SIDEWALK: 0.00 ACRES
	PERVIOUS: 0.00 ACRES
	TOTAL: 0.23 ACRES
<div></div>	BASIN 4 AREAS:
	ROOF: 0.89 ACRES
	ASPHALT: 0.06 ACRES
	SIDEWALK: 0.03 ACRES
	PERVIOUS: 0.30 ACRES
	TOTAL: 1.28 ACRES

Dec 14, 2018 12:01:38pm - User: matory, dabbie
N:\PROJECTS\1883 STORMWATER BASIN MAP\1883.01 EVERGREEN (ISSAQUAH FORD) PHASE 01 - PRE-APPLICATION MEETS AND SITE PLAN REVIEW\CAD\EXHIBITS\1883.01 BASIN MAP.DWG

Attachment C

SEC. 27, T24N., R6E., W.M.





CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT (800) 424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

5 TYPICAL SINGLE STACKED SYSTEM
S-03 BASIC CROSS-SECTION

BRENTWOOD DETENTION/INFILTRATION SYSTEM

NTS

<div><div>SCJ ALLIANCE CONSULTING SERVICES</div><div>8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516 P: 360.352.1465 F: 360.352.1509 SCJALLIANCE.COM</div></div>		REVISIONS	DATE	BY
SHEET TITLE: DRAINAGE PLAN				
PROJECT NAME: EVERGREEN FORD LINCOLN 230TH AVE SE ISSAQUAH, WASHINGTON				
<div><div><div></div><div>DESIGNER: M. DOBBS</div><div>DRAWN BY: M. DOBBS</div><div>APPROVED BY: T. BRADLEY</div><div>DATE: DECEMBER, 2018</div><div>JOB NO. 1883.01</div><div>DRAWING FILE NO: 1883.01 SD-01</div><div>DRAWING NO: SD-01</div><div>SHEET NO: 6 OF 8</div></div></div>				

Markup Summary

4 (1)	<div data-bbox="102 296 277 422"><p>his effort a separate detail facility was de- outlined on 266th street.</p><p>The site has been used at the same time as located in the North Fork of Issaquah Creek last project a hydraulic permit was issued subject. The project is to construct a dog kennel facility (Carlson Kennels)</p><p>The site has specific challenges for develop-</p></div> <div data-bbox="293 291 597 428"><p>Subject: Planning comment Author: lucys Page Label: 4 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 306 1388 336"><p>please clarify what/whose permit this is.</p></div>
5 (2)	<div data-bbox="126 537 251 632"></div> <div data-bbox="293 520 597 657"><p>Subject: Planning comment Author: lucys Page Label: 5 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 535 1477 592"><p>at SDP submittal make sure this all matches the Appendix</p></div> <div data-bbox="126 716 251 810"></div> <div data-bbox="293 711 597 848"><p>Subject: Planning comment Author: lucys Page Label: 5 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 726 1477 783"><p>more info needed to confirm. Show which areas qualify as Net Floor Area and each area's sq.ft.</p></div>
6 (1)	<div data-bbox="126 947 251 1041"></div> <div data-bbox="293 942 597 1079"><p>Subject: Planning comment Author: lucys Page Label: 6 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 957 1494 1039"><p>thank you for providing this list. We are unable to review and/or confirm as this level of detail isn't in the submittal materials.</p></div>
7 (1)	<div data-bbox="126 1178 251 1272"></div> <div data-bbox="293 1171 597 1308"><p>Subject: Planning comment Author: lucys Page Label: 7 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 1186 1502 1268"><p>being isolated is not relevant to the review. All these items will need additional review when there is more detail</p></div>
8 (4)	<div data-bbox="126 1409 251 1535"></div> <div data-bbox="293 1402 597 1539"><p>Subject: Planning comment Author: lucys Page Label: 8 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 1417 1128 1446"><p>need more info</p></div> <div data-bbox="126 1612 251 1738"></div> <div data-bbox="293 1596 597 1732"><p>Subject: Planning comment Author: lucys Page Label: 8 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 1610 1485 1667"><p>disagree. compliance with the requirements of a specific style is sufficient to create harmony.</p></div> <div data-bbox="126 1791 251 1917"></div> <div data-bbox="293 1787 597 1923"><p>Subject: Planning comment Author: lucys Page Label: 8 Color: ■ Status: Requires Correction</p></div> <div data-bbox="971 1801 1393 1858"><p>still an issue needing for refinement and discussion.</p></div>



Subject: Planning comment
Author: lucys
Page Label: 8
Color: ■
Status: Requires Correction

agreed but for different reasons which will be laid out in the staff report.

9 (2)



Subject: Planning comment
Author: lucys
Page Label: 9
Color: ■
Status: Requires Correction

design of the parking as head in is the issue. we may be able to figure out an alternative.



Subject: Planning comment
Author: lucys
Page Label: 9
Color: ■
Status: Requires Correction

a secondary walk is likely needed.

10 (1)



Subject: Planning comment
Author: lucys
Page Label: 10
Color: ■
Status: Requires Correction

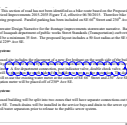
some of what you've shown is not allowed once you've reduced the buffer.

11 (4)



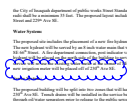
Subject: Planning comment
Author: lucys
Page Label: 11
Color: ■
Status: Requires Correction

frontage improvements aren't complete and require further discussion



Subject: Planning comment
Author: lucys
Page Label: 11
Color: ■
Status: Requires Correction

these all need to be located in discrete locations where the fire department can also find them. Make sure these are clearly called out in SDP submittal



Subject: Planning comment
Author: lucys
Page Label: 11
Color: ■
Status: Requires Correction

separate irrigation meters for onsite and right of way are necessary.



Subject: Planning comment
Author: lucys
Page Label: 11
Color: ■
Status: Requires Correction

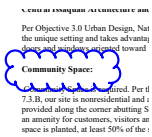
Not allowed once you've reduced the buffer

12 (2)



Subject: Planning comment
Author: lucys
Page Label: 12
Color: ■
Status: Requires Correction

specific comments are in the CIDDS appendix; however, the 10% landscape and parking lot trees must be internal to the parking lot, not at its edges. hedges should be low enough to be allowed in sight distance triangles.



Subject: Planning comment
Author: lucys
Page Label: 12
Color: ■
Status: Requires Correction

while beneficial, this may not be required. See comments in CIDDS appendix

13 (1)



Subject: Planning comment
Author: lucys
Page Label: 13
Color: ■
Status: Requires Correction

16 (1)



Subject: Planning comment
Author: lucys
Page Label: 16
Color: ■
Status: Requires Correction

the City provides a consulting service for sustainability. Please let us know if you'd like to take advantage of this

20 (1)



Subject: Planning comment
Author: lucys
Page Label: 20
Color: ■
Status: Requires Correction

If the City concurs with this, it will likely be an interpretation not an AAS. This will come with future reviews.

22 (1)



Subject: Planning comment
Author: lucys
Page Label: 22
Color: ■
Status: Requires Correction

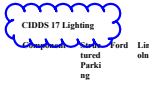
not reviewed

24 (4)



Subject: Planning comment
Author: lucys
Page Label: 24
Color: ■
Status: Requires Correction

screening from above doesn't mean covering the equipment but raising the sides of the screening to make views to it difficult



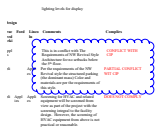
Subject: Planning comment
Author: lucys
Page Label: 24
Color: ■
Status: Requires Correction

See separate email from our lighting consultant on IES lighting levels.



Subject: Planning comment
Author: lucys
Page Label: 24
Color: ■
Status: Requires Correction

no more than 0.3fc can spill into critical areas and that is very unlikely to be adjusted. This necessitates lens etc. and shouldn't be difficult with today's LED lights



Subject: Planning comment
Author: lucys
Page Label: 24
Color: ■
Status: Requires Correction

Where there are conflicts, the Design Manual applies. We will have to review this with the submittal.

29 (4)



Subject: Planning comment
Author: lucys
Page Label: 29
Color: ■
Status: Requires Correction

see responses. Bike lanes only required on East Lk Samm Pkwy



Subject: Planning comment
Author: lucys
Page Label: 29
Color: ■
Status: Requires Correction

Central Issaquah governs this. I don't think the figure you refer to applies here.



Subject: Planning comment
Author: lucys
Page Label: 29
Color: ■
Status: Requires Correction

yes this is a good standard to start with.



Subject: Planning comment
Author: lucys
Page Label: 29
Color: ■
Status: Requires Correction

Bullet 1: yes
Bullet 2: yes
Bullet 3: yes
Bullet 4: no and no
Bullet 5: You can start there but it will have to be peer reviewed by our consultant
Bullet 6: yes the buffer can be reduced but it cannot be reduced and averaged. Therefore it is just reduced.
Bullet 7: I'm not sure a Critical Area Study makes sense at this point.
Bullet 8: see bullet 6
Bullet 9: we do not read that the code allows further reduction for storm facilities. We will have to consult our stream consultant.

30 (6)



Subject: Engineering comment
Author: DougS
Page Label: 30
Color: ■
Status: Requires Correction

As stated the space between the existing guard rail may facilitate two 11ft drive lanes, and the required curbs and sidewalks. The addition of pedestrian facilities will likely require modification to the required guard rail (see Street Stnds Section H Roadside Safety.) Further the sidewalks will require appropriate fall protection.



Subject: Planning comment
Author: lucys
Page Label: 30
Color: ■
Status: Requires Correction

this will require a conversation with Doug Schlepp



Subject: Planning comment
Author: lucys
Page Label: 30
Color: ■
Status: Requires Correction

This will need to be a future conversation following review of the TIA likely



Subject: Planning comment
Author: lucys
Page Label: 30
Color: ■
Status: Requires Correction

Measuring from GIS, the paved section is a bit over 30 ft and the distance from guardrail to guardrail is about 35ft. With 11 ft lanes that likely leaves enough room for a sidewalk on each side.



Subject: Engineering comment
Author: DougS
Page Label: 30
Color: ■
Status: Requires Correction

The storm water approach to discharge from the west to east is not acceptable. Currently the downstream culvert near Locust which flows east to west is surcharged.



Subject: Engineering comment
Author: DougS
Page Label: 30
Color: ■
Status: Requires Correction

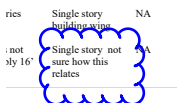
Generally, the rule of thumb design speed without additional information is 5mph over the posted speed. Use AASHTO to determine the design horizontal curve based on 30As stated this should be addressed in the TIA.

33 (2)



Subject: Planning comment
Author: katiec
Page Label: 33
Color: ■
Status: Requires Correction

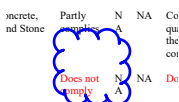
The building elements should have a unified appearance and tripartite structure. The individual Ford and Lincoln spaces appear as frequent roof level changes, breaking up the roof line continuity. Can these building elements be better integrated into the overall building - rather than standing along as single story projections?



Subject: Planning comment
Author: katiec
Page Label: 33
Color: ■
Status: Requires Correction

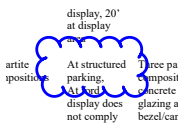
Single story = the ground floor, which should meet the minimum 20' clearance. Or consider incorporating these forms into the larger parking structure form - see comment above.

34 (5)



Subject: Planning comment
Author: katiec
Page Label: 34
Color: ■
Status: Requires Correction

The building elements should have a unified appearance and tripartite structure. The individual Ford and Lincoln spaces appear as frequent roof level changes, breaking up the roof line continuity. Can these building elements be better integrated into the overall building - rather than standing along as single story projections?



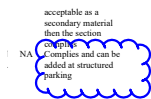
Subject: Planning comment
Author: katiec
Page Label: 34
Color: ■
Status: Requires Correction

Parking structure does not have a 'base' as far as I can tell. Is there a color or material change between the base and the middle? Difficult to tell from drawings.



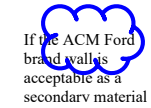
Subject: Planning comment
Author: katiec
Page Label: 34
Color: ■
Status: Requires Correction

As noted above, building elements should be perceived as one "building." The color pallet requirement (max 3 colors) applies to the entire building, not element by element.



Subject: Planning comment
Author: katiec
Page Label: 34
Color: ■
Status: Requires Correction

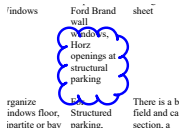
Please provide more information, and identify specifically on drawings. Tripartite = base, middle, top.



Subject: Planning comment
Author: katiec
Page Label: 34
Color: ■
Status: Requires Correction

Note ACM ("aluminum composite panel?") does not comply, is not a "heavy masonry material" or any of the secondary materials listed in A.1.6.3.1.

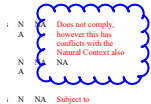
35 (1)



Subject: Planning comment
Author: katiec
Page Label: 35
Color: ■
Status: Requires Correction

Need to discuss whether openings count as windows.

36 (2)



Subject: Planning comment
Author: katiec
Page Label: 36
Color: ■
Status: Requires Correction

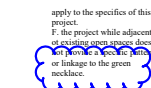
Please provide materials and color samples.



Subject: Planning comment
Author: katiec
Page Label: 36
Color: ■
Status: Requires Correction

Disagree. See note above, regarding the building being perceived as 'one building.' additional color information is required.

40 (2)



Subject: Planning comment
Author: lucys
Page Label: 40
Color: ■
Status: Requires Correction

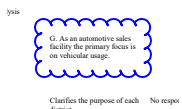
Green necklace as shown in the Parks Strategic Plan is not adjacent to or overlaying this site.



Subject: Note
Author: lucys
Page Label: 40
Color: ■
Status: Requires Correction

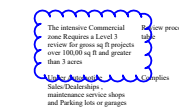
Comment have been provided but due to provision of info significantly beyond the level of detail needed for a Pre-App, these comments are not exhaustive

41 (2)



Subject: Planning comment
Author: lucys
Page Label: 41
Color: ■
Status: Requires Correction

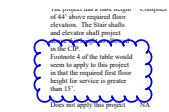
That is your perspective however as a use in Central Issaquah the use has to comply with the priorities. That means when you design and we review, we will still look to this being pedestrian oriented e.g. edge design.



Subject: Planning comment
Author: lucys
Page Label: 41
Color: ■
Status: Requires Correction

this project is a level 3 and is going to the Development Commission

42 (2)



Subject: Planning comment
Author: lucys
Page Label: 42
Color: ■
Status: Requires Correction

you may be allowed to go to 54 ft but that would require additional review. With 44 ft of height that isn't necessary at this time.



Subject: Planning comment
Author: lucys
Page Label: 42
Color: ■
Status: Requires Correction

this clarification will be incorporated into the staff report

43 (1)



Subject: Planning comment
Author: lucys
Page Label: 43
Color: ■
Status: Requires Correction

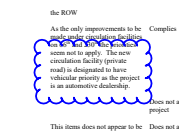
does not appear you provided impervious surface info which is necessary to evaluate project. 90% is limit. Critical areas don't count to pervious.

44 (4)



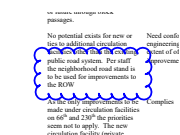
Subject: Planning comment
Author: lucys
Page Label: 44
Color: ■
Status: Requires Correction

Agree with your conclusion but not your rationale. Critical areas, adjacent uses, future uses, etc... are why this doesn't make sense.



Subject: Planning comment
Author: lucys
Page Label: 44
Color: ■
Status: Requires Correction

Disagree. That facility must meet a CIDDS street standard including pedestrian facility or you will not be allowed to have a primary entry inside the block



Subject: Planning comment
Author: lucys
Page Label: 44
Color: ■
Status: Requires Correction

City Street Standards for Local Street apply here.



Subject: Planning comment
Author: lucys
Page Label: 44
Color: ■
Status: Requires Correction

See comment at CIDDS 4.1 Disagree with your assumptions.

45 (3)



Subject: Planning comment
Author: lucys
Page Label: 45
Color: ■
Status: Requires Correction

likely yes.



Subject: Planning comment
Author: lucys
Page Label: 45
Color: ■
Status: Requires Correction

unclear what Item E is.



Subject: Planning comment
Author: lucys
Page Label: 45
Color: ■
Status: Requires Correction

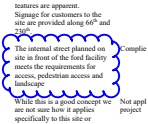
this may come later following the TIA analysis

46 (6)



Subject: Planning comment
Author: lucys
Page Label: 46
Color: ■
Status: Requires Correction

while the use may be auto oriented it doesn't mean it's design may ignore or disrespect the non-motorized users in the area.



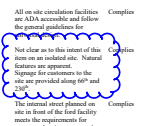
Subject: Planning comment
Author: lucys
Page Label: 46
Color: ■
Status: Requires Correction

this means you have to use a CIDDs standard even if it's a private street



Subject: Planning comment
Author: lucys
Page Label: 46
Color: ■
Status: Requires Correction

this will be evaluated in the future.



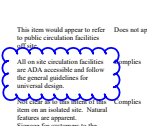
Subject: Planning comment
Author: lucys
Page Label: 46
Color: ■
Status: Requires Correction

these are non verbal cues. This will be evaluated in the future.



Subject: Planning comment
Author: lucys
Page Label: 46
Color: ■
Status: Requires Correction

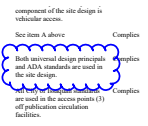
this will be evaluated in the future.



Subject: Planning comment
Author: lucys
Page Label: 46
Color: ■
Status: Requires Correction

Universal design is more than meeting ADA. This will be reviewed in the future.

47 (6)



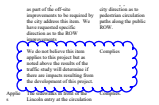
Subject: Planning comment
Author: lucys
Page Label: 47
Color: ■
Status: Requires Correction

all driveways for instance must meet this requirement. None of your driveways comply with CIDDs 6.4.K and 12.4.E for instance.



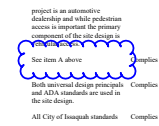
Subject: Planning comment
Author: lucys
Page Label: 47
Color: ■
Status: Requires Correction

all frontages must comply with adopted standards, which they currently don't. This includes sidewalks and planting strips on most/all frontages.



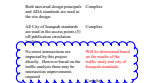
Subject: Planning comment
Author: lucys
Page Label: 47
Color: ■
Status: Requires Correction

Disagree as noted elsewhere



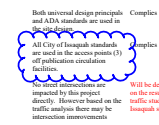
Subject: Planning comment
Author: lucys
Page Label: 47
Color: ■
Status: Requires Correction

this applies and will be evaluated in the future.



Subject: Planning comment
Author: lucys
Page Label: 47
Color: ■
Status: Requires Correction

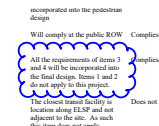
agreed



Subject: Planning comment
Author: lucys
Page Label: 47
Color: ■
Status: Requires Correction

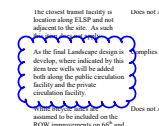
See item above for relevant design of driveways.
Street Standard driveway details do not apply in
this instance.

48 (5)



Subject: Planning comment
Author: lucys
Page Label: 48
Color: ■
Status: Requires Correction

1 may apply such as the at the ELSP intersection.



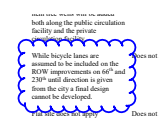
Subject: Planning comment
Author: lucys
Page Label: 48
Color: ■
Status: Requires Correction

this area is likely not appropriate for tree wells but
will be decided with future review as you said.



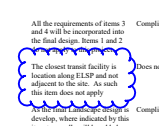
Subject: Planning comment
Author: lucys
Page Label: 48
Color: ■
Status: Requires Correction

Sit is 370-410+ ft but due to adjacent uses and
critical areas it is unlikely a through block passage
is appropriate



Subject: Planning comment
Author: lucys
Page Label: 48
Color: ■
Status: Requires Correction

bike lanes may be required on ELSP



Subject: Planning comment
Author: lucys
Page Label: 48
Color: ■
Status: Requires Correction

unlikely a transit stop would be placed along your
property

49 (2)



Subject: Planning comment
Author: lucys
Page Label: 49
Color: ■
Status: Requires Correction

most or all of this will be reviewed in the future



Subject: Planning comment
Author: lucys
Page Label: 49
Color: ■
Status: Requires Correction

this will be reviewed in the future.

50 (1)



Subject: Planning comment
Author: lucys
Page Label: 50
Color: ■
Status: Requires Correction

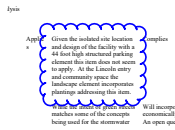
annuals are not required but are an option as one way to meet this

51 (3)



Subject: Planning comment
Author: lucys
Page Label: 51
Color: ■
Status: Requires Correction

Agreed this will be worked through with the storm and road design; however, the adjacent ROW landscape is the responsibility of the property owner to maintain.



Subject: Planning comment
Author: lucys
Page Label: 51
Color: ■
Status: Requires Correction

Disagree. this is a large building where there are few things to moderate its scale. Trees will be essential



Subject: Planning comment
Author: lucys
Page Label: 51
Color: ■
Status: Requires Correction

The City will not be designing your landscape but peer review may be required for many elements.

52 (2)



Subject: Planning comment
Author: lucys
Page Label: 52
Color: ■
Status: Requires Correction

Most or all review will occur with future permits.



Subject: Note
Author: lucys
Page Label: 52
Color: ■
Status: Requires Correction

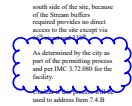
A community space is not required here per 7.3.B; however it is welcome and may be beneficial for instance to achieve sight line requirements.

53 (2)



Subject: Planning comment
Author: lucys
Page Label: 53
Color: ■
Status: Requires Correction

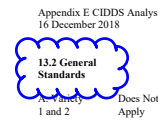
discussed in association with AAS requests



Subject: Planning comment
Author: lucys
Page Label: 53
Color: ■
Status: Requires Correction

not applicable

54 (1)



Subject: Planning comment
Author: lucys
Page Label: 54
Color: ■
Status: Requires Correction

not reviewed at this time

57 (3)



Subject: Planning comment
Author: lucys
Page Label: 57
Color: ■
Status: Requires Correction

Need clarity on display vs storage vs required parking and how they will be marked to implement.



Subject: Planning comment
Author: lucys
Page Label: 57
Color: ■
Status: Requires Correction

Disagree. this is based on the number of employees that Evergreen Ford/Lincoln have at all their sites. Based on state and city requirements. will discuss with future permits.



Subject: Planning comment
Author: lucys
Page Label: 57
Color: ■
Status: Requires Correction

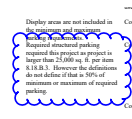
need to reconcile with definition and intent

58 (2)



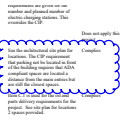
Subject: Planning comment
Author: lucys
Page Label: 58
Color: ■
Status: Requires Correction

before we will consider an AAS we need to see your calculations, e.g. what area are you assuming as the basis for the calculation



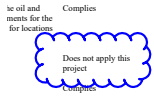
Subject: Planning comment
Author: lucys
Page Label: 58
Color: ■
Status: Requires Correction

I am not sure if you are considered a retail or service use but in any case you need to comply. This is the first project to trigger. My assumption which we'll have to clarify is: table 8.10-1 has Minimum # Required Spaces vs Max # Allowed Spaces. So I assume it's the minimum required but we'll need an interpretation.



Subject: Planning comment
Author: lucys
Page Label: 59
Color: ■
Status: Requires Correction

My guess is that ADA would take precedence but that might be in ROW



Subject: Planning comment
Author: lucys
Page Label: 59
Color: ■
Status: Requires Correction

Disagree. These are the stacking spaces to serve the service area. We'll have to discuss further.



Subject: Planning comment
Author: lucys
Page Label: 59
Color: ■
Status: Requires Correction

what does Item C.1 refer to? You are required to provide loading.



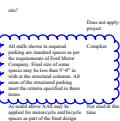
Subject: Planning comment
Author: lucys
Page Label: 59
Color: ■
Status: Requires Correction

Do not assume IBC overrides. Without more info we cannot respond. However, the tools in this section are optional not required so I do not understand the intent of your comment.



Subject: Planning comment
Author: lucys
Page Label: 59
Color: ■
Status: Requires Correction

We'd need to understand who is using this parking to clarify how you meet intent



Subject: Planning comment
Author: lucys
Page Label: 60
Color: ■
Status: Requires Correction

We may not count stalls that are less than 9ft wide due to columns as standard but if Ford does then it may be moot



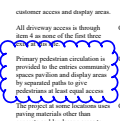
Subject: Planning comment
Author: lucys
Page Label: 60
Color: ■
Status: Requires Correction

the stall and drive aisle dimensions are considered maximums. Standard stalls are 9ftx18.5ft with 24 ft drive aisles. Display may be a different matter. Where there isn't backing the drive aisles are limited to 20 ft



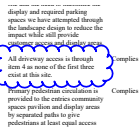
Subject: Planning comment
Author: lucys
Page Label: 60
Color: ■
Status: Requires Correction

See comment above



Subject: Planning comment
Author: lucys
Page Label: 61
Color: ■
Status: Requires Correction

where parking is not adjacent to the building this may come into play. Such as from the Lincoln customer parking to entry



Subject: Planning comment
Author: lucys
Page Label: 61
Color: ■
Status: Requires Correction

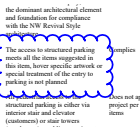
agreed

62 (3)



Subject: Planning comment
Author: lucys
Page Label: 62
Color: ■
Status: Requires Correction

Further review is necessary to determine if we can accept your display vs storage as the exterior display seems tenuous



Subject: Planning comment
Author: lucys
Page Label: 62
Color: ■
Status: Requires Correction

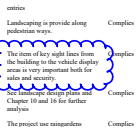
not reviewed at this time



Subject: Planning comment
Author: lucys
Page Label: 62
Color: ■
Status: Requires Correction

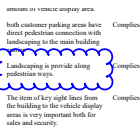
understood

63 (3)



Subject: Planning comment
Author: lucys
Page Label: 63
Color: ■
Status: Requires Correction

trees will not obscure people any more than cars will. Minimum number of trees must be provided.



Subject: Planning comment
Author: lucys
Page Label: 63
Color: ■
Status: Requires Correction

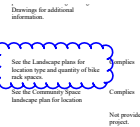
not in the parking lot



Subject: Planning comment
Author: lucys
Page Label: 63
Color: ■
Status: Requires Correction

this is required and isn't just based on what is there now but what may come in the future.

64 (2)



Subject: Planning comment
Author: lucys
Page Label: 64
Color: ■
Status: Requires Correction

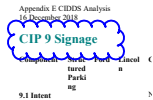
not clear what is provided



Subject: Planning comment
Author: lucys
Page Label: 64
Color: ■
Status: Requires Correction

too detailed for this level of review

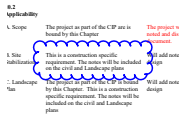
65 (1)



Subject: Planning comment
Author: lucys
Page Label: 65
Color: ■
Status: Requires Correction

not reviewed at this time. signs are not reviewed with Pre-App nor with SDP. Separate discussion on signs is possible.

69 (2)



Subject: Planning comment
Author: lucys
Page Label: 69
Color: ■
Status: Requires Correction

Much of what you have provided is way too detailed for a Pre-App and would more appropriately be reviewed with the full land use permit or with construction permit. Construction level of detail not reviewed.



Subject: Planning comment
Author: lucys
Page Label: 69
Color: ■
Status: Requires Correction

Much of what you have provided is way too detailed for a Pre-App and would more appropriately be reviewed with the full land use permit or with construction permit. Construction level of detail not reviewed.

70 (1)



Subject: Planning comment
Author: lucys
Page Label: 70
Color: ■
Status: Requires Correction

We'll need to work through the various sections of your site. Your diagram may be showing surface areas that don't count to parking and you may also be showing landscape areas that don't count to 10%

71 (4)



Subject: Planning comment
Author: lucys
Page Label: 71
Color: ■
Status: Requires Correction

This document references IMC and handouts that often do not apply in Central Issaquah. Please work with staff to determine which code applies.



Subject: Planning comment
Author: lucys
Page Label: 71
Color: ■
Status: Requires Correction

It is unlikely we'd approve an AAS however you can do alternative elements to meet the landscape requirements



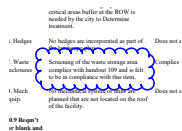
Subject: Planning comment
Author: lucys
Page Label: 71
Color: ■
Status: Requires Correction

Additional review necessary to determine applicability. It may be necessary to meet intent rather than letter.



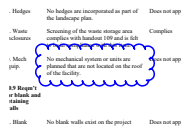
Subject: Planning comment
Author: lucys
Page Label: 71
Color: ■
Status: Requires Correction

we will not ask you to comply off your property but if it is on your property you may be asked to comply. For instance it may be necessary to fence the stream buffer such as with split rail to keep people out.



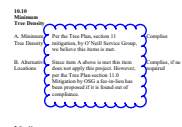
Subject: Planning comment
Author: lucys
Page Label: 72
Color: ■
Status: Requires Correction

see above comment



Subject: Planning comment
Author: lucys
Page Label: 72
Color: ■
Status: Requires Correction

that may be true of equipment you are providing; however, phone, cable, electricity, etc... may have equipment needs and these must meet the same provisions and must be shown on your land use permit.



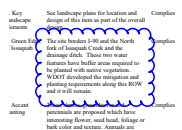
Subject: Planning comment
Author: lucys
Page Label: 72
Color: ■
Status: Requires Correction

trees were removed over the last few years and the survey from 2013 will be used to evaluate number of trees, required retention, and trees to be replaced. Peer review/ assessment of O'Neill report is required.



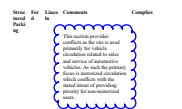
Subject: Planning comment
Author: lucys
Page Label: 72
Color: ■
Status: Requires Correction

the same provisions apply to the internal circulation street on the west side. Additional review of the site is needed.



Subject: Planning comment
Author: lucys
Page Label: 77
Color: ■
Status: Requires Correction

any on-site plantings done by WSDOT have not been reviewed, approved, or inspected by the City. All will need to be evaluated for compliance with the City's mitigation and enhancement planting requirements.



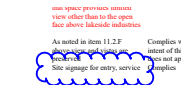
Subject: Planning comment
Author: lucys
Page Label: 81
Color: ■
Status: Requires Correction

disagree as noted elsewhere in the responses



Subject: Planning comment
Author: lucys
Page Label: 81
Color: ■
Status: Requires Correction

there's a conflict between Parks Strategic Plan and CIDDS related to your site which will need to be resolved, likely through an interpretation.



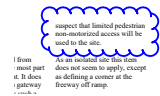
Subject: Planning comment
Author: lucys
Page Label: 82
Color: ■
Status: Requires Correction

this is referring to non-verbal communication and so signage would not be relevant in responding to this. Further review with future permits.



Subject: Planning comment
Author: lucys
Page Label: 82
Color: ■
Status: Requires Correction

This is an important gateway to the City and as such is key to creating a sense of place.



Subject: Planning comment
Author: lucys
Page Label: 82
Color: Blue
Status: Requires Correction

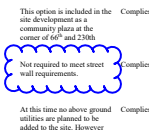
while likely true, pedestrian and bike access past your site may not be as limited. This is where the prioritization of non-motorized users will still come into play.



Subject: Planning comment
Author: lucys
Page Label: 82
Color: Blue
Status: Requires Correction

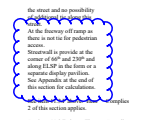
Noted. Please keep us posted as to how the project evolves relative to LEED gold even if certification isn't achieved.

85 (3)



Subject: Planning comment
Author: lucys
Page Label: 85
Color: Blue
Status: Requires Correction

Disagree. Even if not needed to meet the %, per CIDDS 11.3.F requires architectural and landscape elements where building isn't present.



Subject: Planning comment
Author: lucys
Page Label: 85
Color: Blue
Status: Requires Correction

generally agree. this will need to be explained as part of the staff report



Subject: Planning comment
Author: lucys
Page Label: 85
Color: Blue
Status: Requires Correction

power must be placed underground. Vaults and equipment adjacent to your site may need modification or screening. This will be further evaluated with future submittals.

86 (3)



Subject: Planning comment
Author: lucys
Page Label: 86
Color: Blue
Status: Requires Correction

essentially no light spill allowed into the buffer



Subject: Planning comment
Author: lucys
Page Label: 86
Color: Blue
Status: Requires Correction

given proximity of creek and hillsides, a roof is required to ensure wildlife cannot enter the bins.



Subject: Planning comment
Author: lucys
Page Label: 86
Color: Blue
Status: Requires Correction

see comments elsewhere regarding use of handouts. This will be further reviewed with future permits.

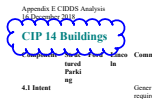
87 (1)



Subject: Planning comment
Author: lucys
Page Label: 87
Color: Blue
Status: Requires Correction

no calculations were provided.

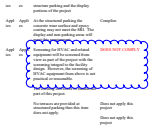
88 (1)



Subject: Planning comment
Author: lucys
Page Label: 88
Color:
Status: Requires Correction

detailed review didn't occur as Design Manual takes precedence over some elements of this chapter.

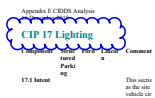
94 (1)



Subject: Planning comment
Author: lucys
Page Label: 94
Color:
Status: Requires Correction

Disagree. Screening from above will likely mean extending the screening 18-24" above HVAC or other rooftop mechanical.

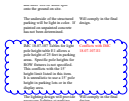
95 (1)



Subject: Planning comment
Author: lucys
Page Label: 95
Color:
Status: Requires Correction

Limited review. CIDDS Chap 17 takes precedence over 18.07 unless there's sections missing from CIDDS. Note that IMC 18.10 limits light spill into critical areas to 0.3fc

100 (3)



Subject: Planning comment
Author: lucys
Page Label: 100
Color:
Status: Requires Correction

IMC 18.07 generally doesn't apply in this part of town



Subject: Planning comment
Author: lucys
Page Label: 100
Color:
Status: Requires Correction

Need more info



Subject: Planning comment
Author: lucys
Page Label: 100
Color:
Status: Requires Correction

asked our lighting reviewer for more info

105 (1)



Subject: Text Box
Author: David
Page Label: 105
Color:
Status: Requires Correction

APPENDIX F STORMWATER MANAGEMENT PLAN

110 (2)



Subject: Engineering comment
Author: DougS
Page Label: 110
Color:
Status: Requires Correction

Infiltration shall be supported by geotechnical analysis



Subject: Engineering comment
Author: DougS
Page Label: 110
Color:
Status: Requires Correction

Storm water from 229th shall not be allowed to
sheet flow across E. Lk. Samm. Pkwy. SE

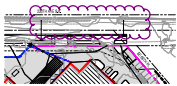
111 (1)



Subject: Text Box
Author: mallory.dobbs
Page Label: 111
Color:
Status: Requires Correction

Attachment A

112 (2)



Subject: Engineering comment
Author: DougS
Page Label: 112
Color:
Status: Requires Correction

Discharge to the easterly ditch is not acceptable.

Attachment B

Subject: Text Box
Author: mallory.dobbs
Page Label: 112
Color:
Status: Requires Correction

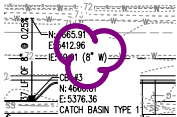
Attachment B

113 (3)



Subject: Engineering comment
Author: DougS
Page Label: 113
Color:
Status: Requires Correction

Discharge to the easterly ditch is not acceptable.



Subject: Engineering comment
Author: DougS
Page Label: 113
Color:
Status: Requires Correction

Provide 12" (typical) unless otherwise approved by
the City

Attachment C

Subject: Text Box
Author: mallory.dobbs
Page Label: 113
Color:
Status: Requires Correction

Attachment C